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NEW TOYOTA RAV4

SCOOP Secrets behind 2026's hybrid big-hitter

EXCLUSIVE IMAGES

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NEW VOLVO XC60

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Fast-tracked baby hatch arrives next summer

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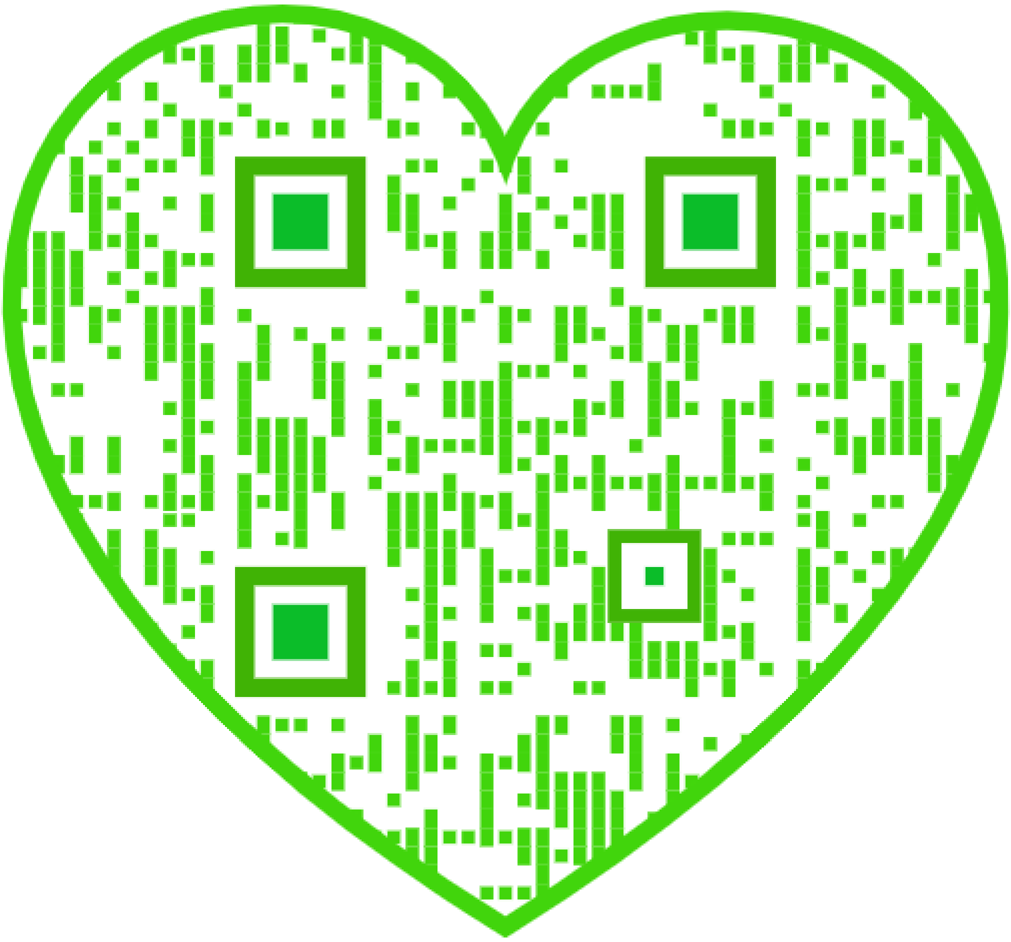

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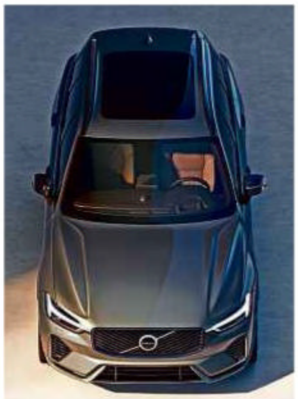

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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

MOMENTUM is a fascinating thing with car companies. Some just feel like they're on a roll, while others have periods where they seem to just be drifting, bereft of reasons to get excited about either their current line-up of cars, or what's coming around the corner.

Renault is a great example of a brand that has flicked from the latter to the former in recent years. Helped massively by the smash-hit styling of the new Renault 5, but with a decent bank of cars supporting it, there's a bit of a buzz around the firm that not many would have seen coming at the beginning of this decade.

> "HELPED MASSIVELY BY THE SMASH-HIT STYLING OF THE NEW RENAULT 5, THERE'S A BIT OF A BUZZ AROUND THE FIRM THAT NOT MANY WOULD HAVE SEEN COMING IN 2020"

Although the Clio has an enduring appeal and the Captur was a strong, competitive small SUV, back in 2020 there wasn't a lot else to get excited about. Or even a lot else at all. The Megane was unloved and not yet reinvented as an electric model, and the Zoe was in the later years of its life, if still selling well across Europe. Renault had the air of a brand on the wane.

Five years later, the Clio still has the same enduring appeal and Captur is still a good small SUV, but the Scenic has returned as a great mid-sized electric option, there's a whole range of hybrid SUVs with funky names – Arkana, Austral, Rafale and Symbioz – as well as the retro revamps of the Renault 5 and Renault 4.

Renault's head of design Laurens van den Acker recently told journalists that he thinks there are either Renault 5 countries, or Renault 4 countries, with one of the pair appealing more than the other to different markets. South America and Germany, he reckoned, are more Renault 4, whereas the likes of the UK and Spain will relate more to the striking design of the R5 over the former's practicality and sophistication. But from what I've seen, both have the potential to be big hits, especially if the pricing can be kept so competitive.

Speaking of the Renault 5, our video review of the year's most anticipated new car is now live on the relaunched Auto Express YouTube channel. We'll be adding at least one new car review a week, giving you our insight and walking you round the most important new models on sale right now, and coming soon. The MINI Aceman is already up alongside the Renault, with plenty more from our expert team on the way. Subscribe to our YouTube channel to make sure you catch them all!

PAUL BARKER

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EDITOR'S VIEW

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Leaf and Micra headline big year

REVEAL

SCOOPED All-new SUV to be unveiled later

Jordan Katsianis
Jordan.Katsianis@autoexpress.co.uk

AEX AN all-new generation of the Toyota RAV4 is about to be revealed, heralding a fresh take on one of the world's best-selling new cars – and as our exclusive images show, this sixth iteration will be bigger, boxier and more technologically advanced, with a chunky design offering even greater appeal for its millions of customers.

However, while Toyota is planning a new look, under the skin we expect it to be closely related to the outgoing model by using the firm's flexible TNGA architecture. In TNGA-K form, it's being widely deployed across a variety of mid-sized Toyotas, such as the US-market Camry saloon and Highlander SUV, as well as most of the Lexus range including the NX and RX SUVs, the ES saloon and the LM MPV.

In terms of design, it's understood that Toyota is keen to deliver a more rugged look with the RAV4, paired with sophisticated detailing. Up front, a set of slim C-shaped LED lights will be introduced, referencing other new Toyota designs such as the latest Prius and C-HR. These will be joined to a large lower grille integrated into the main body, and a bluff bonnet.

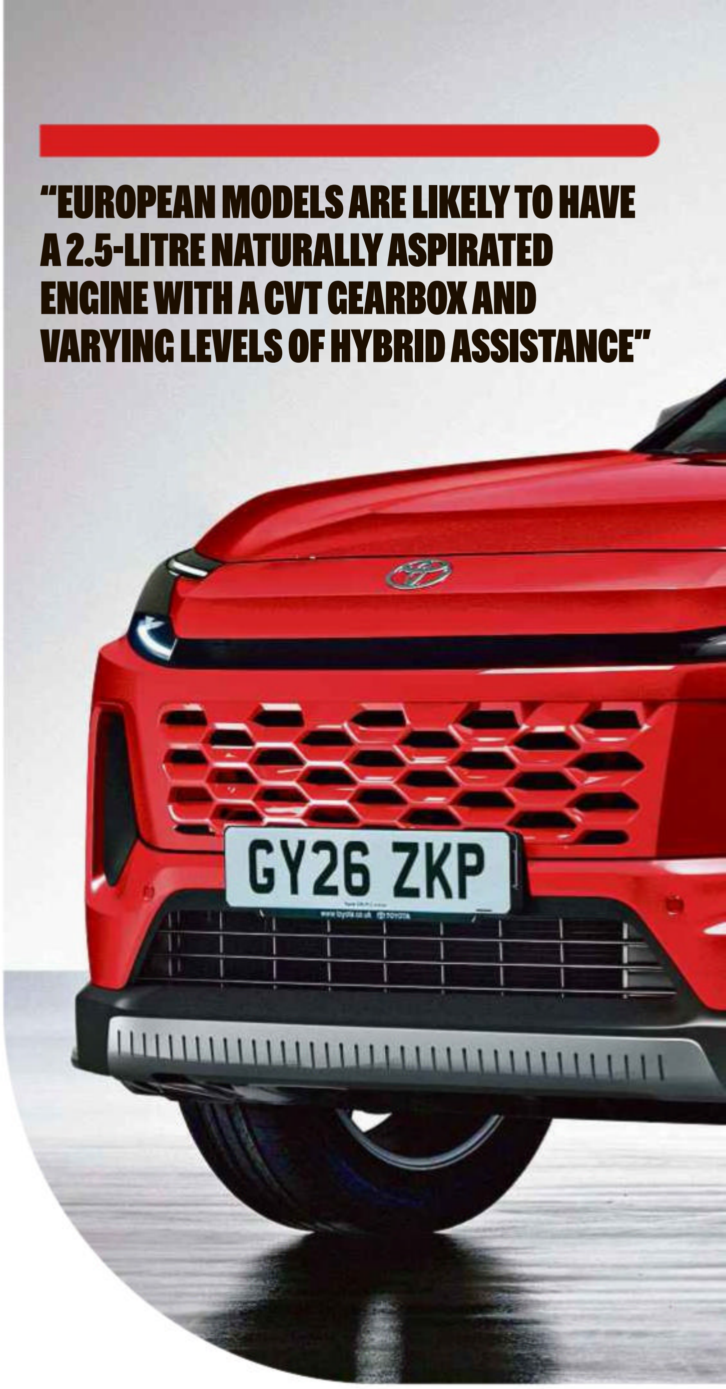
In profile, the RAV4 will retain its distinctive, squared off arches with plastic surrounds, while split C-pillars will allow the car to be specified with a contrasting roof colour. But don't expect a sloping roofline or aggressive wide shoulders, as we have seen on other coupé-inspired SUVs, because this will be very much a model focused on practicality, as buyers have come to expect.

The rear end will be upright and boxy, which should be good for visibility and interior space, with a wide and deep tailgate aperture keeping the load lip as low as possible. The new RAV4 isn't likely to set the world alight on design alone – it's too important a model in terms of sheer market share – so some of the elements that have kept it so popular will inevitably be retained.

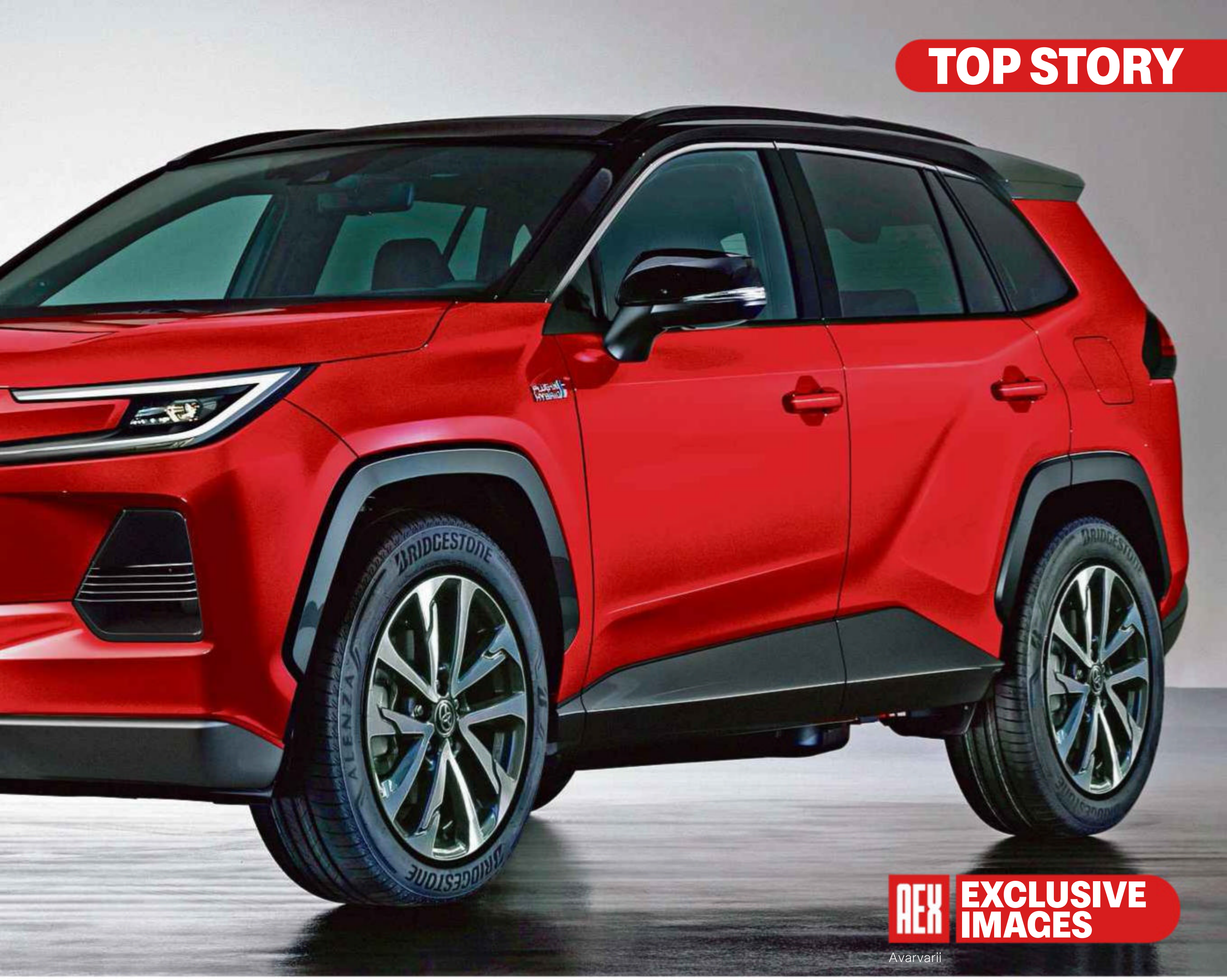
As is currently the case in Europe, a range-topping GR Sport trim will be offered featuring sporty design elements such as larger wheels and unique badging. Other elements from the current model, such as dual-colour paintwork and motorsport-inspired mesh grille inserts, will also be part of the package.

Inside, we expect the RAV4 to get a complete overhaul, with larger digital interfaces paired with a decent number of physical controls. While the RAV4 is technically unrelated to the much larger Toyota Land Cruiser, we suspect the SUV's design and layout will be inspired by the flagship off-roader. This includes the use of a larger touchscreen, plus the adoption

Automedia



> "EUROPEAN MODELS ARE LIKELY TO HAVE A 2.5-LITRE NATURALLY ASPIRATED ENGINE WITH A CVT GEARBOX AND VARYING LEVELS OF HYBRID ASSISTANCE"



Avarvarii

LED TOYOTA RAV4

this year, with a focus on hybrid power and improved cabin

TESTING Toyota is conducting final testing of the next-generation RAV4, ahead of its expected debut later this year

of a fully digital instrument cluster, plus tougher interior plastics and seat trim.

Given the likely underpinnings, we have a good sense of the sort of powertrains that Toyota will offer in the new RAV4, with European models likely to share a 2.5-litre naturally aspirated four-cylinder petrol engine and a CVT gearbox with varying degrees of hybrid assistance.

The range is likely to open with the latest take on Toyota's HEV system, which combines a petrol engine with an electric motor and battery. This will power the front wheels, but can also be equipped with a mechanically linked all-wheel-drive system.

As the platform has evolved over the years, Toyota has continually expanded its application of more advanced plug-in hybrid options, which offer a substantial amount of engine-off running and therefore even lower running costs.

In this case, it's probable that a new RAV4 plug-in will pair its four-cylinder petrol engine with a more powerful electric motor and larger lithium-ion

EXTERIOR DESIGN
The new RAV4 looks like it will be more conservative than some of Toyota's other recent designs, with a traditional SUV profile and chunky plastic wheelarch trims

battery pack. In the current Plug-in hybrid, Toyota quotes an EV range of up to 44 miles and a WLTP mpg rating of around 280mpg – figures we expect to improve further in the next generation. The plug-in powertrain also features a clever i-AWD system that adds an electric motor to the rear axle, improving traction without the need to fit a drag-inducing propshaft.

The current system produces an impressive 302bhp, but is seen as a premium option alongside the less powerful HEV. Supply of the cheaper version is limited due to tight EU fleet CO_2 averages, suggesting a less powerful and cheaper plug-in could be introduced – possibly based on the set-up used in the smaller C-HR.

With such a wide remit, there might be pure ICE models available in some markets, but as hybrid powertrains are seen as core technology in all of Toyota's global products, the new model could switch to hybrid-only. Even in the US, which is less concerned about fuel consumption and emissions, Toyota killed all pure-ICE variants of the Camry following its redesign last year, suggesting the same might be true of the next RAV4.

What's less likely is an all-electric variant, as Toyota's TNGA-K platform does not support large battery packs. The firm has previously confirmed that a more flexible, multi-energy platform is in development for its global models, but it's thought the RAV4 will arrive too soon to adopt this architecture. This is unlikely to be a major worry, considering the model's popularity in markets that have been slow to adopt EVs en masse.

Toyota's work with hydrogen fuel-cells (right) is likely to be a step too far for the new RAV4, despite the brand working on more space-efficient packaging. Hydrogen is very much part of the company's future powertrain strategy, and there could be a chance of a derivative employing the tech at a later date – but it can't happen without major modifications to the platform, and as such is off the table for mass production.

Toyota isn't likely to offer a seven-seat version of the new RAV4, either, because it has other models to fill that niche depending on the market. In Europe, the Land Cruiser offers this, as did the more road-biased Highlander for a short while. However, this US-focused model didn't gel with buyers on this side of the Atlantic.

As a critical model in Toyota's global line-up, the RAV4 is a big contributor to the company's overall profitability. Last year, it sold almost 800,000 of them in the US alone. It was also the world's highest selling Toyota in both 2021 and 2022, and not far off the top-spot in '23 and '24 either.

A big chunk of global sales go to North America, and RAV4s for that market are built in Toyota's Kentucky and Canadian plants. Although the RAV4 is a global model, development of the latest version has been heavily influenced by the demands of the US and Canada. This may mean that European models come later, so while we'll see the RAV4 this year, we'll have to wait a little longer to drive it.

Pricing is expected to stick close to the current model, which costs from just under £40,000 for the base HEV and tops out at just under £49,000 for a GR Sport Plug-In hybrid. These prices put it above many of its key competitors, including the popular Kia Sportage and Hyundai Tuscon, as well as Volkswagen's new Tiguan and the Ford Kuga.

However, it's at the same level as its key rival, the Honda CR-V, which is a very close match for the Toyota in terms of dimensions and spec.

"EXPECT A LARGER TOUCHSCREEN, A FULLY DIGITAL INSTRUMENT CLUSTER, TOUGHER INTERIOR PLASTICS AND SEAT TRIM"

Toyota and B

HYDROGEN fuel-cell cars are still a niche offering, but Toyota is demonstrating its continued commitment to the technology by revealing a third-generation fuel cell powertrain developed in partnership with BMW.

Toyota says it has been designed to meet the needs of passenger and commercial vehicles, featuring improvements in performance and efficiency while also providing a significant reduction in costs.

Hydrogen powertrains have been in the conversation for a long time, but have typically met significant roadblocks on their journey to mass production. This is due not only to the complex

> "TOYOTA ISN'T LIKELY TO OFFER A SEVEN-SEAT VERSION OF THE RAV4, BECAUSE IT HAS OTHER MODELS TO FILL THAT NICHE"

MW commit to fuel cell future

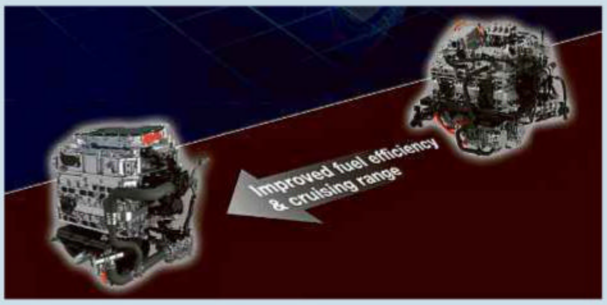
technology, but also the infrastructure they rely on.

Creating compressed liquid hydrogen is an energy-intensive process, and can produce carbon emissions, negating its environmental benefits. It's also tricky to transport due to the high pressure and cool temperatures required for storage, and can evaporate from inside the tank over time.

But Toyota says many of these issues have been addressed, using fuel cells more efficiently.

Globally, it has sold more than 28,000 fuel cell Mirais, and customer feedback has been taken into account to improve its hydrogen tech. Durability is now said to be twice as good, with Toyota claiming comparable performance to diesel engines along with a 'maintenance-free' design.

A 20 per cent improvement in fuel efficiency will allow for 20 per cent more cruising range. For reference the Mirai currently does 400 miles on a tank.



EVOLUTION
Toyota says that continually improving its fuel cell tech will be the key to its acceptance

RIVALS

What it needs to beat

KIA SPORTAGE

Price from: £29,890

THE Sportage is one of the UK's most popular cars, second only to the Ford Puma in the UK sales charts in 2024. It has been a huge success for the brand, offering a wide range of hybrid, plug-in hybrid and petrol options at competitive price points.

HYUNDAI TUCSON

Price from: £32,400

AS per the RAV4, this is Hyundai's global sales powerhouse, and it's popular with buyers in the UK and Europe. This might be due to our Tucson being slightly smaller than the global model. In any case, the Korean SUV appeals, with great spec levels.

HONDA CR-V

Price from: £45,930

TO fully understand the development of the RAV4, you have to look at its key global competitor, the CR-V. The original was introduced within 12 months of the RAV4, but was even more versatile, and like the Toyota it has grown over six generations.

Volvo updates XC60 to

Ellis Hyde

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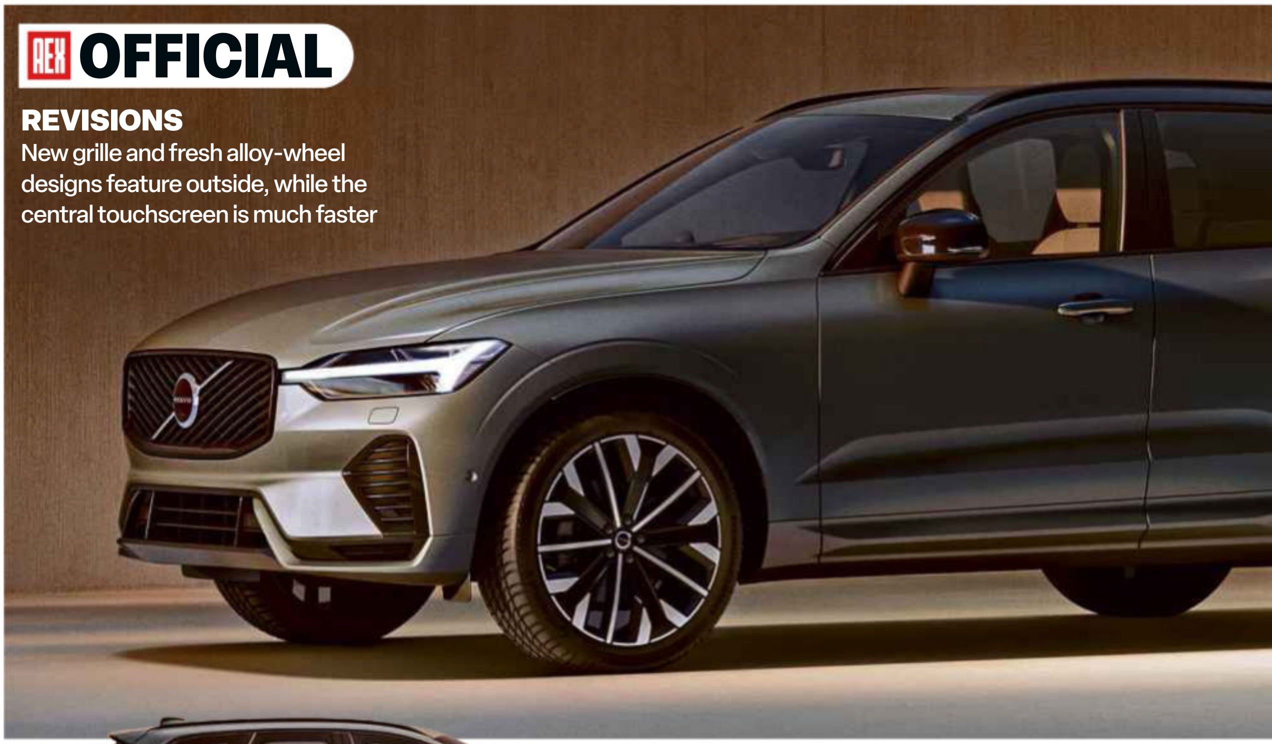
REVEALED Mid-size SUV gets more sophisticated design, bigger touchscre



OFFICIAL

REVISIONS
New grille and fresh alloy-wheel designs feature outside, while the central touchscreen is much faster

THE second-generation Volvo XC60 has been the Swedish brand's best-selling model ever since it was introduced in 2017, and the mid-size SUV is sure to retain that status thanks to it being given a sophisticated new look, bigger touchscreen and much slicker tech.

The seven-seat XC90 received a similar set of upgrades last year, including a new grille design with diagonal slats and the iconic Volvo iron mark badge sitting in the centre. There are new alloy wheel designs, too, and the tail-lights have been given a darker tint. Buyers also have some new paint colours to choose from: Forest Lake, Aurora Silver and Mulberry Red.

Inside, the XC60 now features an 11.2-inch, free-standing central touchscreen that's not only larger than the old unit, but sharper and powered by a next-generation Qualcomm Snapdragon processor that makes it twice as fast. It can generate graphics 10 times quicker than the old set-up, says Volvo.

The XC60's infotainment system also benefits from a new user interface designed to require fewer taps before you get to your desired menu, making it less distracting on the go. It can be better personalised to the driver, too.

Services such as Google Maps and Google Assistant come built-in, with more apps available through the Google Play store, and over-the-air updates will allow for future improvements. Apple CarPlay also features, and Volvo says it has improved the wireless charging pad.

The XC60's cabin is claimed to be quieter, thanks to extra sound insulation around the A and B-pillars. It should also be a little more practical, with redesigned cup-holders and some extra storage in the centre console. Meanwhile, updated material choices for the dashboard, door panels and seats are intended to provide a more contemporary feel.

Volvo's "state-of-the-art air-purification technology" has also been added, and a Bowers & Wilkins sound system is available as an optional extra, along with air suspension and laminated windows.

We expect the updated XC60 will be available with the same selection of powertrains as the outgoing model, namely one mild-hybrid and two plug-ins. All three use a 2.0-litre four-cylinder engine, with the PHEVs getting a 18.8kWh battery that allows for up to 51 miles of pure-electric driving. An all-electric EX60 is also in the works.

Prices for the Volvo XC60 currently start from £47,615, and while the facelifted model will probably cost more, the price increase should be small. For comparison, the new Audi Q5 is available from £49,950, the latest BMW X3 starts from £49,495 and the Lexus NX is priced from £44,445. XC60 deliveries should start in the third quarter of this year.

> **"THE INFOTAINMENT SYSTEM HAS A NEW INTERFACE DESIGNED TO REQUIRE FEWER TAPS TO GET YOU TO YOUR DESIRED MENU"**

STYLING
Rear end of the revised XC60 features tail-lights with a slightly darker tint

keep top-seller fresh

en and sharper technology

UPDATES
Revised cabin features upgraded materials, plus extra sound-deadening

But firm says killing estates was an error

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ROBERT DEANE Volvo Car UK commercial operations director

VOLVO now has its V60 and V90 wagons back in UK retailers, having admitted to Auto Express it was a big mistake to take them off sale for more than a year.

“When you tell a retail customer that estates aren’t offered, they go off and buy someone else’s,” said Robert Deane, Volvo Car UK commercial operations director.

Volvo took the V60 and V90 (and S60 saloon) off the market in summer 2023, having seen demand dwindle as more customers gravitated to SUVs.

But sales still amounted to around 2,000 examples in the depressed market following the Covid pandemic, itself another factor exacerbating the estate’s decline. With car makers facing a global semiconductor shortage due to disrupted supply chains, they funneled chips towards more popular and profitable models, and so Volvo deprioritised estates.

Axing UK estates entirely was a shock move from a brand that had built a reputation on the back of them. It provoked social media outcry, with fans sharing memories of wagons that they (and often their dogs) adored.

It was this emotional response that encouraged Deane to revisit the decision when the former JLR and Harley-Davidson exec joined Volvo last March. “I asked the team about the feedback from customers, and looked at the remarketing [data] and saw used values were good.”

> **“WHEN YOU TELL A RETAIL CUSTOMER ESTATES AREN’T OFFERED, THEY GO OFF AND BUY SOMEONE ELSE’S”**

Special orders to police forces had never ceased, helping the business case. “We had conversations about bringing estates back to [more] fleet buyers, then I saw customers saying ‘I want them back’.” So Volvo UK started exploring a U-turn with the factory and received the green light.

As a result, three hybrid Volvo estates have reappeared in UK showrooms. The big V90, currently available from £59,280, is offered with a plug-in hybrid drivetrain. The T6 version packs 345bhp while the T8 sends up to 449bhp to all four wheels: both plug-in models can cover more than 50 zero-emission miles on the WLTP test cycle.

The V60 is also available with the same engines, or there’s a mild-hybrid petrol B4 with 194bhp priced at £41,370.

BMW unveils next-gen

Alastair Crooks

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REVEALED More efficient battery and motors for Neue Klasse cars

INTEGRAL
Neue Klasse models will use their EV batteries (right) as part of the vehicle's floor, which will make them much stiffer than cars that have a separate chassis

WE'VE already been given a good look at BMW's revolutionary new design language for its upcoming models, courtesy of the Vision Neue Klasse X SUV and the Neue Klasse sedan concepts. We've seen inside too, thanks to a preview of the new panoramic iDrive system. But now it's time to delve deeper into what will power BMW's next-generation EVs. Step forward the sixth generation of BMW's eDrive technology.

The Gen6 eDrive system was shown off to Auto Express at the firm's Landshut plant near Munich, where Neue Klasse battery and electric-motor components will be made. BMW claims the battery and electric motors that'll be used in Neue Klasse models will provide 30 per cent faster charging and a similar increase in range over fifth-generation eDrive models such as the i4, which has a range of 373 miles on the WLTP cycle. BMW also says we can expect even greater gains from certain models, such as the sleeker sedan.

It's not just range, efficiency and charging where BMW expects to make progress. The Gen6 electric motors have been designed to power BMW's future all-electric M models, with a choice of single, dual, triple or quad motors planned. The Neue Klasse battery and motor set-up is also designed to underpin BMW's full-range of EVs - unlike Mercedes, which has segmented its approach into MMA platforms for smaller cars and MB.EV for its larger cars. BMW's tech has also been opened up to the wider group to include MINI and Rolls-Royce (right).

The company has yet to reveal specific figures, but a representative said "larger batteries aren't a goal and are not in our plan", suggesting BMW won't go bigger than the largest 105kWh unit in the current i7.

A key part of the Neue Klasse Gen6 battery pack will be its 'pack-to-open-body' layout, which means the floor of the new models will be the battery itself, providing extra torsional body stiffness. Standard-fit bidirectional charging has been confirmed, meaning the new generation of EVs can return energy to the grid or power external appliances.

If you're wondering why solid-state battery tech hasn't been introduced to BMW's next-generation EVs, Martin Schuster, vice-president of battery cell development, simply shook his head in response to the question. He referred to the production costs and resulting increase in list price, saying that BMW "could do it now, but the cost would be too high. We will give you an answer in 10 years; lithium batteries aren't finished yet".

Presenting the Gen6 technology, board member Dr Joachim Post declared: "The Neue Klasse is our project of the century and the biggest investment in the company's history". The research and development behind Neue Klasse won't be exclusively used on EVs either. Post added: "We will integrate the technological progress into all BMW vehicles – regardless of drivetrain."

> **"BMW SAYS THE NEW BATTERY AND MOTORS WILL GIVE CHARGING THAT'S 30 PER CENT FASTER, WITH A SIMILAR INCREASE IN RANGE"**

Pricing for Neue Klasse models hasn't been hinted at yet, although BMW has said production costs of the battery and motor components are reduced by up to 50 per cent. It remains to be seen if these savings will be passed on to buyers.

Neue Klasse battery tech means the end for front-wheel-drive BMWs

IN a similar vein to Audi with its all-wheel-drive 'quattro' technology, BMW is known for its rear-wheel-drive layouts. In recent years, however, we've become used to seeing four-wheel drive 'xDrive' and even front-drive cars such as the 1 Series (right) from the brand.

Things now look set to change again with BMW's upcoming Neue Klasse technology, and in particular its sixth-generation 'eDrive' electric motors (above), which are likely to render front-wheel-drive BMW electric vehicles a complete non-starter.

That is because there's no way for BMW's new eDrive motor to exclusively power the front wheels. The motor used on the front axle is different from the one on the rear in the new platform. However, this doesn't mark the end of BMW's plans for constructing smaller models, such as the current front-drive 1 Series. Neue Klasse is a modular platform that can underpin a wide range of vehicles, including cars in the family hatchback category, so a rear-wheel-drive 1 Series is likely.

eration EV drive set-up

BACK TO BACK
New 1 Series EV is likely to be rear-drive

Rolls-Royce and MINI lined up for new BMW EV tech

Rolls-Royce will receive Gen6 eDrive

PLANS are already in motion to expand BMW's latest Gen6 eDrive technology (left) to MINI and Rolls-Royce.

Board member and head of purchasing and supplying Dr Joachim Post said: "When we start a new technology, we look at every opportunity. In general [with] the technology we develop for Neue Klasse, our interest is to spread that through the portfolio and make it feasible for all cars, whether that's Rolls-Royce or MINI."

Talking about how far Neue Klasse can reach in terms of smallest and largest segments in today's car market, Post said: "You have seen how flexible our new cells and other components are – as well as the overall packaging."

So far, BMW has revealed two types of electric motors for Neue Klasse, although the motor that sits on the front axle can't work by itself in a single-motor configuration. On whether this will affect the MINI electric, Post said: "It's a bit early to think about this technology coming to MINI, but we will ensure that it will retain its 'MINI-ness' when it does."

As for Rolls-Royce, we know BMW isn't interested in expanding the sizes of its battery packs, favouring smaller, lighter and more energy dense units instead. That means we're unlikely to see a Neue Klasse-based Rolls-Royce using a battery pack larger than the current Spectre's 107kWh unit.

PLANT OXFORD.
THE HOME
OF MINI.
MINI
OX4 6NL

£600m boost for MINI Oxford plant on hold

BMW has paused a £600m investment to electrify MINI's Plant Oxford due to the slow global take-up of EVs, Auto Express can exclusively reveal.

Plans to reintroduce an electric MINI hatch and start assembling the new Aceman crossover in the UK were announced in September 2023, and production was due to start next year. But European EV sales fell by 5.9 per cent in 2024, so BMW has paused its plans.

"Given the multiple uncertainties facing the automotive industry, the BMW Group is reviewing the timing for reintroducing battery-electric MINI production in Oxford," read a statement given to Auto Express.

Plant Oxford builds combustion-engined versions of the MINI Cooper and Convertible, with BMW importing the electric hatch and EV-only Aceman from China. Such MINIs face a tariff of 20.7 per cent as they enter the EU.

The hiatus means BMW will pay import duties for longer than expected, but it evidently makes economic sense to do so rather than fund UK production.

Auto Express understands MINI workers at Plant Oxford are aware of the decision, and BMW stresses that the factory has a sound future.

"Plant Oxford is at the heart of MINI production, manufacturing and exporting a range of models which are sought after around the world," the statement said.

But it throws a huge question mark over BMW's intention to have the plant assemble nothing but zero-emission cars by 2030.

The news ramps up pressure on UK and European politicians to create market conditions that enable consumer EV adoption to keep up with emissions regulations.

German EV sales plunged 27.4 per cent in 2024, the first year without any subsidies for buyers. The picture is different in the UK, which became Europe's biggest electric-car market. Here, EV registrations hit a record 381,970 units and took 19.6 per cent market share, with car makers forced to give costly discounts to meet Government EV sales quotas prescribed in the ZEV Mandate.

> **"BMW IS REVIEWING THE TIMING FOR RESTARTING BATTERY-ELECTRIC MINI PRODUCTION IN OXFORD"**

Nissan turns over a new part of 2025 product ons

Ellis Hyde

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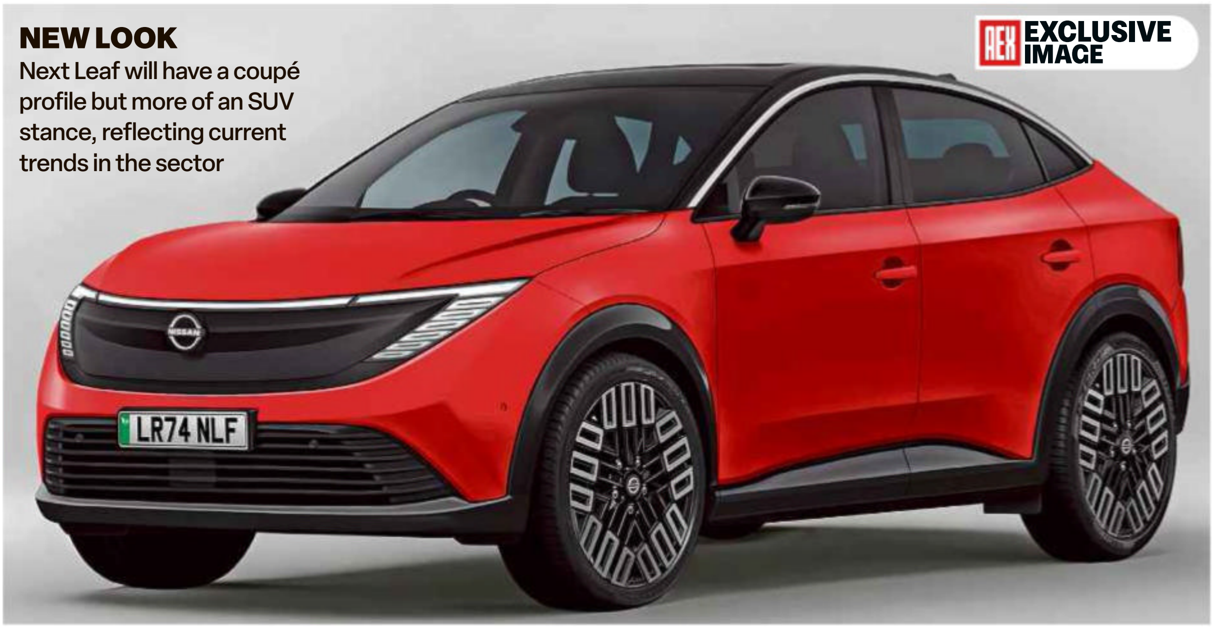
REVEALED UK-built electric cars to lead Japanese brand's range revival



NEW LOOK Next Leaf will have a coupé profile but more of an SUV stance, reflecting current trends in the sector

Pratyush Rout

THE long overdue third-generation Leaf will kick off a big year for Nissan, along with an "all-new compact EV" that will revive the Micra badge. Meanwhile, the best-selling Qashqai will benefit from more efficient, e-Power hybrid tech.

Instead of a family hatchback, the new Leaf will be a more athletic-looking coupé-SUV, with its design drawing influence from the brand's Chill-Out Concept from 2021. Nissan's VP of Design for Europe, Matthew Weaver, told Auto Express in 2024 that "[The new Leaf] is going to be a triumph of efficiency and engineering."

It will sit on the same AmpR Medium platform that underpins its bigger brother, the Ariya, as well as the Renault Scenic and Megane. We expect it will feature the same 60kWh battery as the Megane, which should allow for around 300 miles of range.

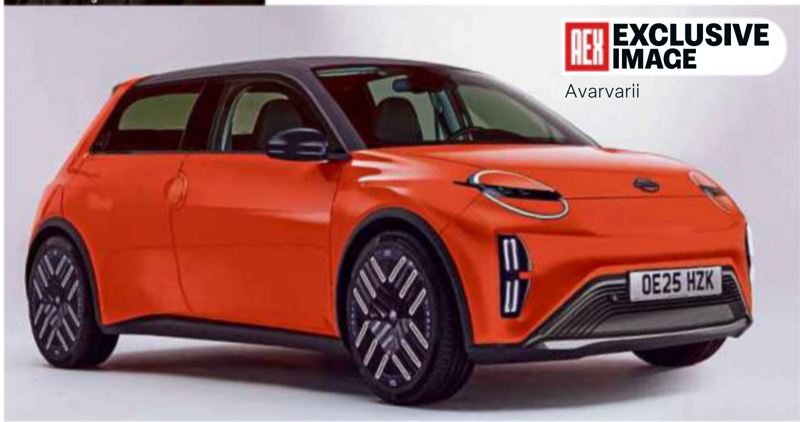
Elsewhere, the Nissan Micra will also make a comeback. The company shared the first teaser image of its future electric supermini back in 2022 and the bonkers-looking Concept 20-23 the year after, both of which hint at a rounded look, with oval-shaped running lamps promising to recall the face of the retro-styled third-generation model.

Underneath, the Micra will use the Renault 5's AmpR Small platform, and presumably the same selection of powertrains. If so, base models will get a 40kWh battery with about 190 miles of range, while a larger 52kWh unit will offer more than 250 miles.

Weaver told Auto Express: "The Renault 5 is a great car, and that gave us a great base. We then just had to add our DNA and that was probably the challenge. When you look at the car you're going to feel Micra, but you're also going to feel Nissan, and on top of that you're going to feel a slight shift in what it's offering."

MATTHEW WEAVER Vice President of Design, Nissan Europe

> **"WHEN YOU LOOK AT THE CAR YOU'RE GOING TO FEEL MICRA, BUT YOU'RE ALSO GOING TO FEEL NISSAN, AND ON TOP OF THAT YOU'RE GOING TO FEEL A SLIGHT SHIFT IN WHAT IT'S OFFERING"**



Avarvarii

The next Leaf is set to be built at Nissan's Sunderland plant, where both of its predecessors were produced. The new Micra, though, will be built by the Renault Group's EV-dedicated company, Ampere, in its facility in Douai, France.

Also in Nissan's plans for 2025 is its third generation of e-Power hybrid technology for the recently facelifted Qashqai. The new set-up should offer better efficiency, with a 15 per cent improvement in economy at motorway speeds compared with current models, plus more power. It should also be quieter and less expensive.

The X-Trail could get a new plug-in hybrid powertrain, too. The system has already been confirmed for the US-market Rogue, which is due later this year. It would make sense to bring a PHEV option to the X-Trail here because plug-in versions of the Hyundai Santa Fe, Kia Sorento and Skoda Kodiaq are already available, appealing to company car drivers.

Considering the latest X-Trail was launched in 2022, we wouldn't be surprised if the addition of the new PHEV system coincided with a facelift for the seven-seat SUV.

Leaf as slaught

Rachel Reeves will not be involveb

Chancellor blocked from intervening in car finance scandal

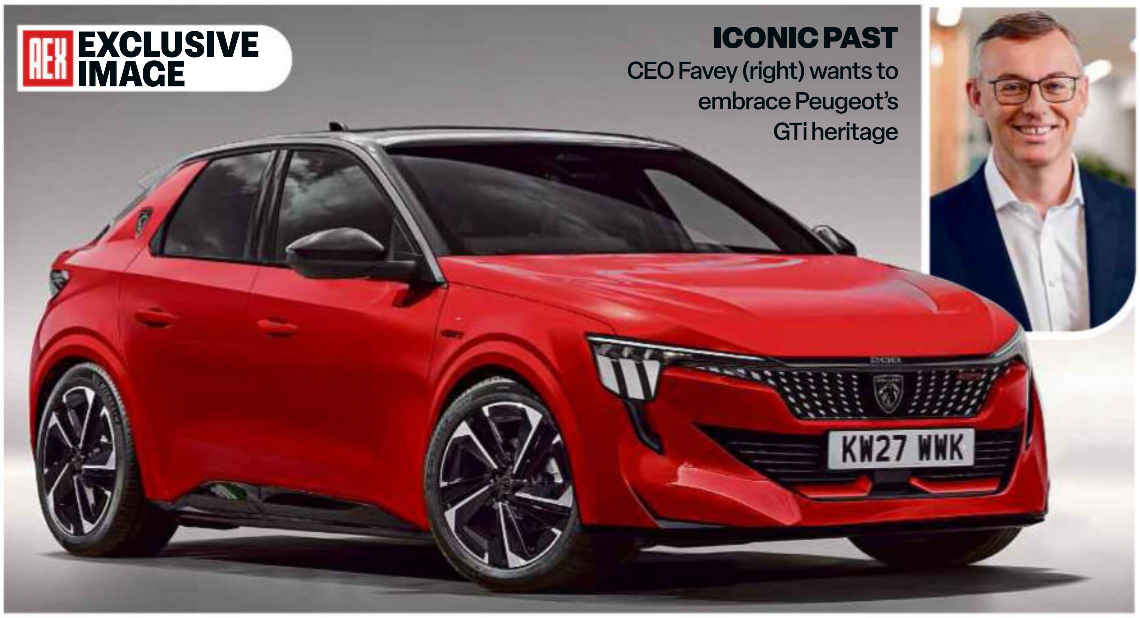
AN attempt by Chancellor Rachel Reeves to intervene in the ongoing car finance scandal has been blocked by the Supreme Court, with law firms saying it is "welcome news".

The Treasury filed an application to influence the outcome of a Supreme Court appeal due in April, following a Court of Appeal ruling that finance firms were breaking the law by paying dealers commission without the consent or knowledge of the buyer – otherwise known as discretionary commission agreements (DCAs).

The case, which experts say may open the door for £30bn in payouts, could see almost anyone that's purchased car finance since 2007 eligible for compensation.

In a statement, HM Treasury said: "We respect the Court's decision to not grant our application to intervene and will monitor it closely."

The decision was welcomed by lawyers. Elizabeth Comley from Slater and Gordon, one of the law firms involved in the Volkswagen Dieselgate scandal, said: "The consumers we represent deserve accountability and redress when wronged, and it is crucial that there remains a clear separation of powers in matters of this magnitude."



ICONIC PAST
CEO Favey (right) wants to embrace Peugeot's GTi heritage

Avarvarii

Peugeot boss hints at future hot hatch plans

Ellis Hyde

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AEX PEUGEOT's new CEO has said he wants to embrace the brand's history with the potential return of its hallowed GTi badge – confirming our exclusive story from earlier this year.

When asked about the possibility of a new 208 GTi, Alain Favey told Auto Express: "I'm eager to connect Peugeot and what it stands for, to its past. So, we will look back at the heritage of the brand, and we will see to what extent [it] can be adapted to the modern world.

"There is nothing excluded in our review of this, and certainly not the GTi badge, for sure."

This is the second time we've had reason to hope that a faster version of the next Peugeot 208 is on the cards, as we exclusively revealed in Issue 1,864.

Following the demise of the Peugeot 508 PSE, the firm has been left without a performance-focused model in its line-up, but back in January, in an exclusive interview with Auto Express, the managing director of Stellantis UK, Eurig Druce, said the demise of the 508 PSE didn't mean the end of the brand's performance lineage.

"There may be other products in the future," he told us. "Peugeot has always had a penchant for fast, small hatchbacks, as we've seen various generations of GTis. I remember the 205 GTi when I first joined the company.

"It would be a sad day for us to declare that we will never go there again. I wouldn't want to see that sad day coming and I don't think I will."

Peugeot's hot hatch heritage offers plenty of encouragement that the brand may return to this genre for its next performance car – as opposed to a crossover or family SUV. Plus, Auto Express revealed last year that there will be a hot GSe-badged version of the next Vauxhall Corsa – the sister model to the 208. Both superminis are due to be launched next year.

ALAIN FAVEY Peugeot CEO

> **"WE WILL LOOK BACK AT WHAT THE HERITAGE OF THE BRAND IS, AND WE WILL SEE TO WHAT EXTENT THIS CAN BE ADAPTED TO THE MODERN WORLD"**

A go-faster 208 would also give Peugeot a rival to the Alpine A290 and MINI JCW Electric.

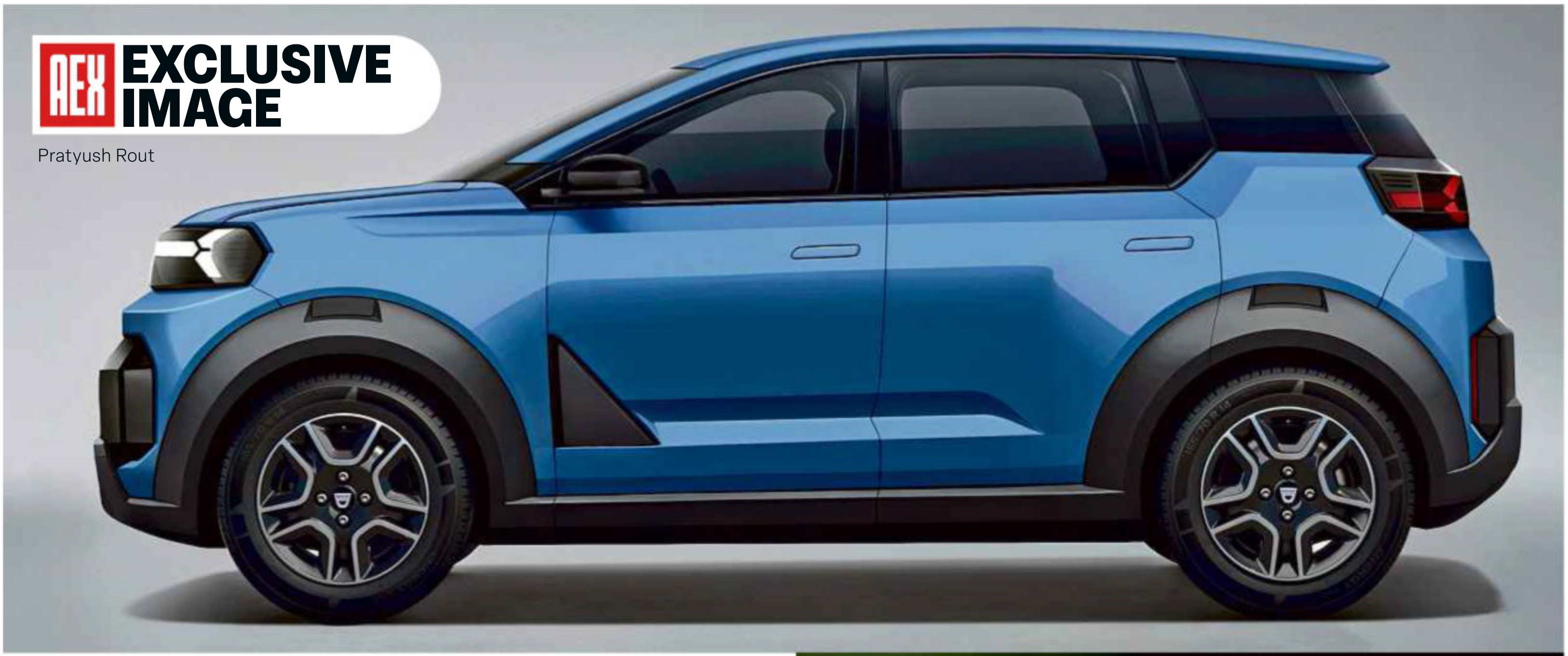
We asked Druce directly whether we could see a tuned version of the 208 later down the line and he admitted: "I'd love to see it, personally. Peugeot Sport engineers would be the people that would do that."

We asked Druce if the PSE badge (which stands for Peugeot Sport Engineered) could return, or whether GTi would make a comeback, but he refused to be drawn either way. He said: "The important bit for me is the credibility that came from [the involvement of] PSE. So whether we call it PSE or GTi, the truth was that Peugeot Sport had engineered the car and there were drivability differences between that and a standard car. I think that's crucial."

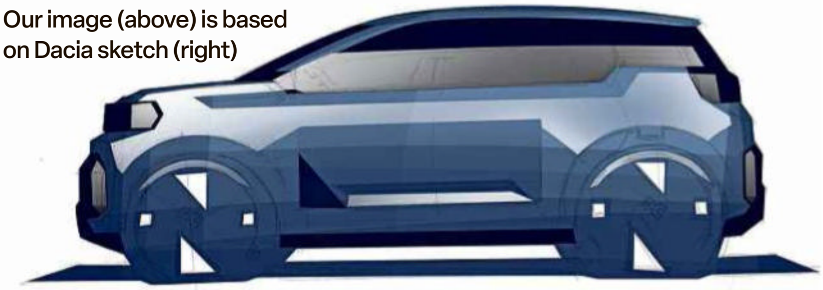
Neither Favey nor Druce gave a time frame for future GTi or PSE products. But given the timing of the standard 208, a hot version isn't likely until at least 2027.

Dacia confirms new £15k baby EV in just 16 months

New model will be developed in double-quick time, and be built in Europe to avoid China tariffs



Pratyush Rout



REALISTIC
Our image (above) is based on Dacia sketch (right)

Paul Barker

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> “DE MEO CLAIMED THE NEW SMALL CAR WILL BE DEVELOPED IN JUST 16 MONTHS, BEATING THE 21 MONTHS THAT IT'LL TAKE THE TWINGO TO GO FROM GREEN LIGHT TO PRODUCTION”

AEX BUDGET brand Dacia will launch a new £15k small electric hatchback next summer, with Renault Group boss Luca de Meo confirming that the car will be built in Europe on the same platform as the new Renault Twingo.

De Meo claimed the car will be developed in just 16 months, beating the 21 months that it'll take the Twingo to go from green light to production. “I defy any competitor in the world to do that, including the Chinese when they come to Europe,” de Meo said at Renault's annual results conference last week, where the group announced a third successive year of record figures.

He also pledged that the new car will cost less than 18,000 Euros (around £15,000), and that it will “always be a true Dacia, and true value for money”, as well as “making money in the way Dacia is used to”.

The model is likely to be sold, at least in the short term, alongside the existing Spring EV – itself new to market only last year. But because the Spring is built in China, it's at the mercy of European tariffs on Chinese EVs, which could raise its price by as much as 35 per cent. In time, the new model will probably replace the Spring in the UK and Europe.

It will likely offer an improvement on the Spring's 140-mile range, although it will still be an urban-focused model with efficiency and value at its core. It'll major on its small footprint, but with five doors and seating for four.

Basing the car on the Twingo's AmpR Small platform will boost economies of scale, and although Renault has yet to confirm right-hand-drive production for its new electric city car, Dacia's popularity in the UK should ensure the next-generation EV is offered here.

The firm's next launch is a Nissan Qashqai rival called the Bigster. The petrol SUV arrives this spring, and will be the brand's largest car to date.

Revised Tesla Model Y now starts from £44,990

UPDATES
Model Y features significant changes both outside and in

TESLA has added a number of new variants to its recently revised Model Y range.

The entry-level Rear-Wheel Drive car costs from £44,990, with the Long Range Rear-Wheel Drive starting from £48,990. The Long Range All-Wheel Drive tops the standard model line up at £51,990, although we expect a potent 'Performance' flagship soon.

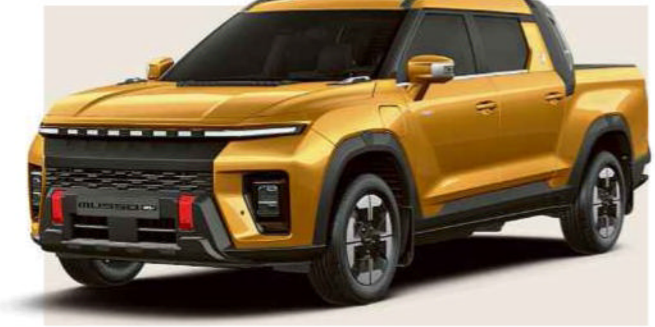
The Rear-Wheel Drive model offers 311 miles of range, an increase of 28 miles, while the 0-60mph time is a second faster than before, at 5.6 seconds.

With 387 miles of range, the new Model Y Long Range Rear-Wheel Drive has 14 miles more than the outgoing car, and can hit 0-60mph three-tenths of a second quicker than before, at 5.4 seconds. The Long Range All-Wheel Drive can cover 364 miles on a charge – likely due to the weight of the extra electric motor on the front axle. With a bit more power, the car's 0-60mph time drops to 4.6 seconds.

Tesla says the new Model Y benefits from "retuned suspension, offering smooth handling, added comfort, more responsive steering and a quieter ride". To that end, acoustic glass is standard.

Every Model Y features a distinctive new Cybertruck-inspired front end with the full-width, ultra-thin LED lighting set-up. The bumper is also altered, with more prominent side air intakes and restyled surfacing. Another light bar has appeared at the rear, connecting the two light clusters.

Inside, the two front seats have been redesigned and are now ventilated. There's a new centre console design, a slider mechanism to go over the cup-holders, a new steering wheel and restyled door trims.



Futuristic-looking Musso will offer a range of 249 miles

KGM Musso brings electric power to pick-up market

KGM will enter the world of electric pick-up trucks later this year, with the Musso EV.

The new truck is based on the recently launched Torres EVX electric SUV, and is said to offer the same levels of comfort and efficiency, but with the extra practicality of the load bed, although we don't know how big it is yet.

However, the Torres EVX offers a maximum towing capacity of 1,500kg and V2L (vehicle-to-load) charging capabilities, plus its battery pack can be used for electric appliances, such as power tools. We expect both features to carry over to the new Musso.

The Musso EV is powered by an 80.6kWh lithium-iron phosphate (LFP) blade battery from BYD, which can provide a range of up to 249 miles, according to KGM. A 204bhp electric motor drives the front wheels.

We expect the Musso EV will have the same 145kW maximum charging speed as the Torres EVX, and if so, a 10 to 80 per cent top-up will take around 40 minutes.

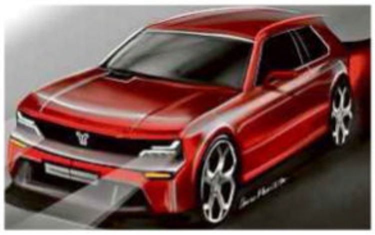
Yugo brand to return with petrol hatchback in 2027

PLANS are afoot to revive the long-dead Yugo brand, and a potential new car has already been designed.

At the helm is Dr Aleksandar Bjelić, a university professor who has secured the naming rights to the brand. He has recruited Serbian designer Darko Marčeta, who has penned what a future Yugo could look like.

Clearly inspired by the boxy proportions of the original (which itself was based on the Fiat 127 and 128), Marčeta's design brings Yugo into the 21st Century with slim LED lights, big alloy wheels and flush-fitting door handles.

Retro touches come in the form of a blocky grille and an angular rear hatch not dissimilar to that of the Hyundai Ioniq 5. The newcomer is expected to use a small-capacity petrol engine to keep costs down.



We'll get a look at the Yugo this year, while a prototype will be shown at the 2027 Belgrade Expo in Serbia.

Futuristic look for new

Richard Ingram

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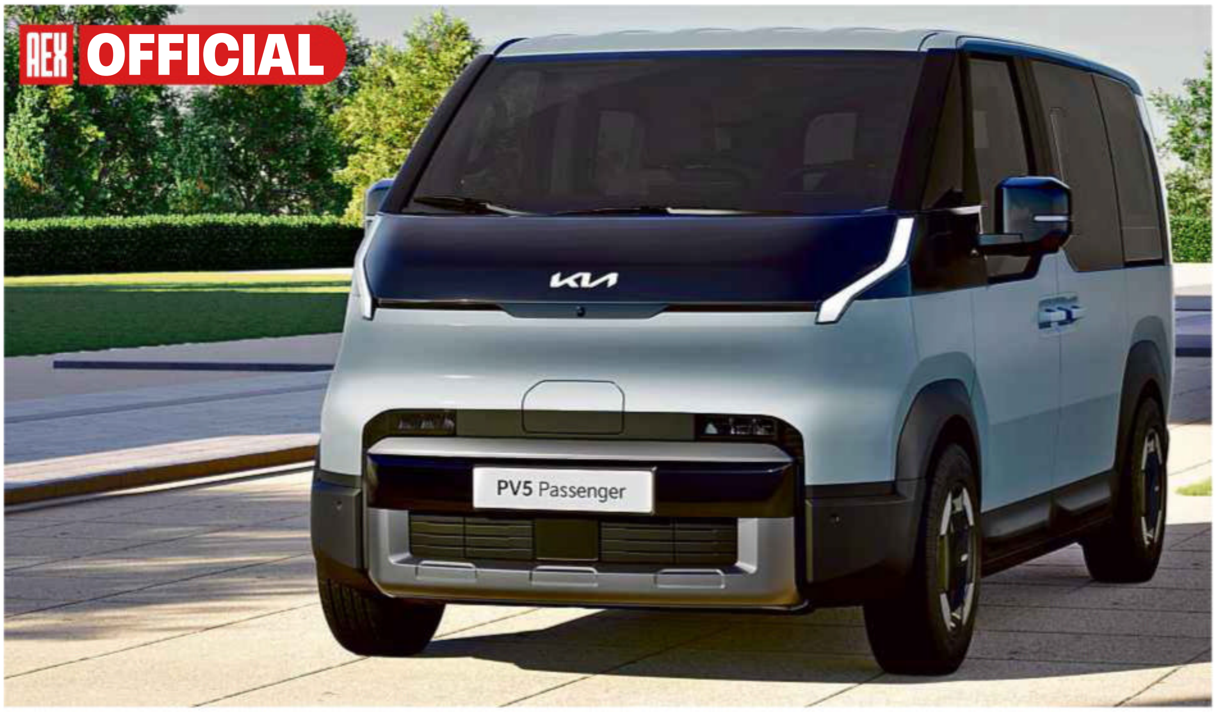
REVEALED First official images of Kia's new PV range show that the final veh



KIA will look to capitalise on yet another profitable corner of the new-car (and van) market later this year with the introduction of its PV electric commercial vehicle range. The first – the PV5 – has now been revealed in both Cargo and Passenger form, ahead of interior and tech information being announced in the coming weeks.

The production-ready PV5 develops its concept car-like aesthetic with a sharp daytime running-light signature and separate headlights mounted into the lower bumper. The bonnet is in a contrasting shade, and features a centralised badge, below which is the charging port.

The plastic cladding on the lower part of the bumpers, sills and wheelarches gives both versions of the Volkswagen ID. Buzz rival a slightly rugged, off-road look.

Both models have sliding side doors, and while it's not clear from these four images, Kia has confirmed that the MPV will swap out the panel van's split rear doors in favour of a single-piece top-hinged tailgate. A set of tall rear light clusters completes the look.

We've not yet been given a look inside, but Karim Habib, head of Kia global design, said: "The PV5's clean profile demonstrates how Kia's Platform Beyond Vehicle (PBV) technology redefines space and mobility." Referring specifically to the van, he claims the "clean, modern aesthetics elevate the PV5 Cargo's design over those of traditional light commercial vehicles".

We don't know a lot about the PV5's battery or powertrain, but it's likely to borrow tech from elsewhere in Kia's electric-car line-up. The firm has previously said the van will offer fast charging speeds of "up to 150kW", suggesting similarities with the EV3, rather than the pricier EV6 or EV9. In Long Range form, that means an 81.4kWh battery for up to 375 miles of range. However, the PV5's boxier profile means the actual figure will be more like 300 miles, possibly less.

Kia says it will offer the PV5 in "several configurations". As well as the PV5 Cargo and PV5 Passenger, "derivative" and "converted (specialised) variants" will be revealed at the Kia EV Day on 27 February.

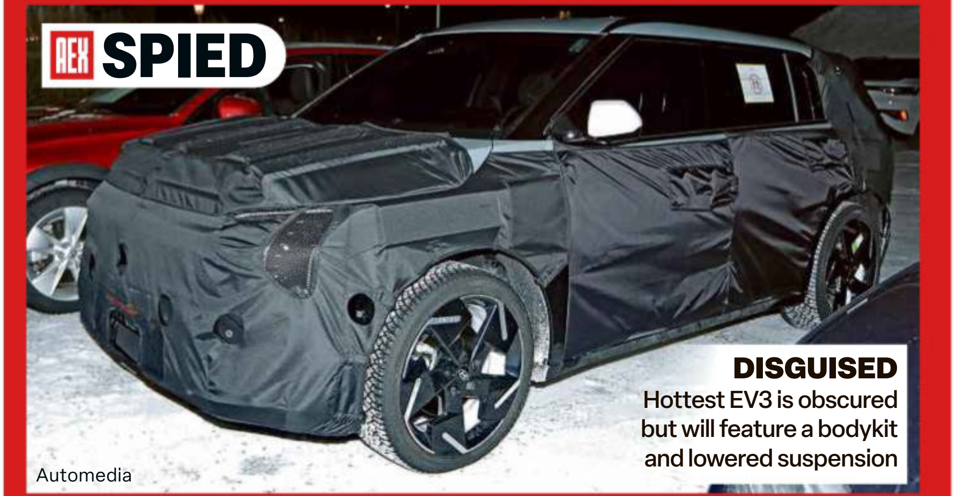
> **"THE CLADDING ON THE LOWER PART OF THE BUMPERS, ALONG THE SILLS AND AROUND THE WHEELARCHES GIVE THE VW ID. BUZZ RIVAL AN OFF-ROAD LOOK"**

DETAILS
Van and MPV both have sliding side doors, while the van has twin rear doors

Kia PV range

icles have retained many of the original concept's features

Heavily disguised prototype gives clues to hot EV3 GT



Automedia

DISGUISED Hottest EV3 is obscured but will feature a bodykit and lowered suspension

AEX KIA is developing a hotter GT version of its recently launched EV3, and our spy photographers have caught a disguised car parked near a winter test facility in northern Sweden.

The small SUV will follow in the footsteps of the EV6 GT and EV9 GT – the latter of which was revealed at the Los Angeles Auto Show in November.

Heavy cladding obscures most of the EV3 GT, but thanks to the fact the car was caught unattended in a snowy car park, our snappers managed to get up close with some key details.

The SUV features acid green brake calipers, as seen on other GT models, hidden behind a set of Hyundai Ioniq 6 alloy wheels. These, predictably, will be swapped out for Kia's own design in time for production.

Inside, our photographers saw a set of GT-embossed headrests and contrasting green stitching. These look like those found on the EV9 GT.

It's likely that the EV3 GT will get a more aggressive bodykit, with chiseled bumpers and side skirts. The ride height will be lowered slightly, too.

It's not clear what powertrain the EV3 GT will use, but it's likely that Kia will choose to add a motor to the rear axle for all-wheel drive. An extra motor would bump power north of 300bhp,and improve traction. Expect the 0-62mph sprint to take less than six seconds.

Sticking with the biggest 81.4kWh battery should allow the quickest EV3 to cover 300 miles or more, with 135kW charging enabling a 10-80 per cent top-up in around half an hour.

Given how early we've caught the EV3 GT in its development cycle, a production model is probably still at least 12 months away.

Headrests have GT embossing and contrasting green stitching

Pure-petrol MG3 is available from as little as £16,495

New wallet-friendly petrol versions of MG3 and ZS

MG has lowered the entry point to its range of models, by introducing regular petrol versions of both the MG3 supermini and ZS mid-size SUV.

The petrol MG3 enters the fray with a starting price of £16,495, which is £2,000 below the MG3 Hybrid+, while the ZS now starts at £19,495 in pure petrol form, a £2,500 saving on the cheapest hybrid model, the ZS Hybrid+. The petrol variants join the £24,995 HS, previously the only non-electrified model in the brand's range.

Both new cars are slower and thirstier than their hybrid siblings. The petrol MG3's 1.5-litre engine produces 113bhp, and drives through a five-speed manual gearbox. It manages an average economy figure of 46.3mpg, and can cover the 0-62mph sprint in 10.8 seconds.

MG slots the same engine and gearbox into the larger ZS, which takes an even greater edge off its performance and economy. The 12.5-second 0-62mph time and 43.5mpg figures aren't too bad for a family-friendly crossover, but they're put into perspective by the hybrid's 8.7-second 0-62mph time and 55.4mpg combined economy figure.

Gordon Murray sets up new Special Vehicles division

GORDON Murray Automotive has established a new Special Vehicles division to design and build unique creations for the world's most discerning supercar fans.

Gordon Murray Special Vehicles (GMSV) will have its own engineers, who will produce three categories of "ultra-low volume" cars: Bespoke, Heritage and Special Vehicles.

'Special Vehicles' are new models that will sit outside the Gordon Murray Automotive (GMA) line-up, which comprises the T.50 (left) and T.33.

'Bespoke' will offer buyers the chance to commission a car according to their own design requirements.

Finally, 'Heritage' covers revivals, or continuations, of some of the iconic cars that Murray has created.

CHARGING

WE VISIT A NEW BP ALL-ELECTRIC FORECOURT

Chris Rosamond

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THE first BP filling station forecourt to be transformed into an EV-only charging station has been launched in Hammersmith, west London, with the company citing declining pump sales and burgeoning demand for ultra-rapid charging on the A4/M4 corridor between the capital and Heathrow.

According to Richard Bartlett, BP Europe's senior vice-president responsible for the BP Pulse charging network and its retail and convenience stores, the former fuel forecourt – which due to its high-traffic location has become one of London's best-known since its opening in the Sixties – is already hitting charger utilisation rates that weren't expected until 2030.

The new facility reflects BP's focus on ultra-rapid charging sites, which is a change from the mindset in 2018, when the oil giant swallowed up Chargemaster's UK network of 6,500 lower-powered public chargepoints at a cost of £130million. BP Pulse hopes its move towards hi-tech, ultra-rapid chargers on forecourts featuring well-appointed convenience facilities will make the reliability issues and low customer satisfaction levels associated with Chargemaster a thing of the past.

The new focus is based on BP's understanding of consumer demand, says Bartlett, who suggests data from the existing BP Pulse network shows a declining appetite for slower chargers because electric car drivers simply don't want to be tied to plugging-in overnight. They want ultra rapid top-ups instead.

"A lot of families are short of ultra-fast charging in the London market. So what we typically see here are cars such as the Audi or the Mercedes EVs, with great batteries that need very fast charging. You can be in and out in 20 minutes.

"But when you're here for 10, 15, 20 minutes – or sometimes longer depending on your car – what we also wanted to do was make sure there's something you can do with the time," he says, highlighting facilities such as wifi across the whole site, clean toilets, an M&S Food store and a coffee shop. Visitors can also take advantage of traditional filling station services such as air, screenwash and water, as well as pick up home deliveries or use digital parcel lockers.

According to Bartlett, business users and Uber drivers are also making good use of the site: "There are some amazing statistics now that one in three Uber miles in London are electric. They desperately need hubs like this to drive their business forward and reach their target to be 100 per cent electric in the next few years," he says, adding that last year "the average Uber driver consumed enough power on BP Pulse's network to power the average UK household for 24 months".

Bartlett told Auto Express that the move to all-electric forecourts will be a gradual process, because BP will introduce its latest 300kW twin-bay ultra-rapid chargers alongside fuel pumps at many sites.

"This is the first of many evolving sites in the UK," he says. "We are not going to convert all of our sites to hubs like this, but we're going to convert several, and the reason for that is a lot of cars still need fuel. We're going to combine fuel with EV with a great shop offer for the next decade. Then, as the car park transitions fully to electric, more of our sites will have this look and feel."

However, even such a gradual transition could spell longer term

RICHARD BARTLETT BP Europe senior vice-president for BP Pulse

> **"A LOT OF FAMILIES ARE SHORT OF ULTRA-FAST CHARGING IN THE LONDON MARKET. SO WHAT WE TYPICALLY SEE HERE ARE CARS SUCH AS THE AUDI OR MERCEDES EVs, WITH GREAT BATTERIES THAT NEED VERY FAST CHARGING. YOU CAN BE IN AND OUT IN 20 MINUTES"**

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wildbean
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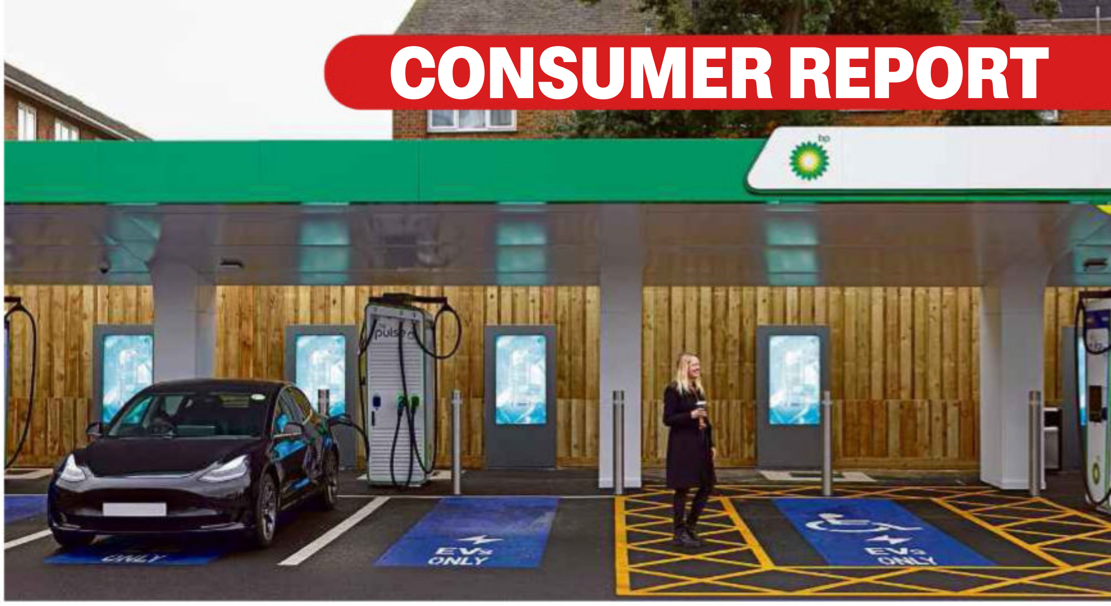
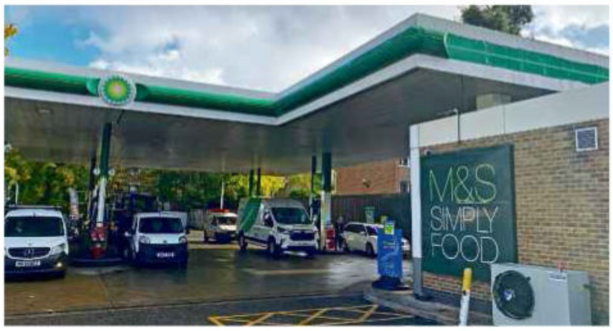
M&S FOOD
pulse





THEN AND NOW
Site in Hammersmith, west London, has been transformed from a traditional fuel station (left) to charging hub, with facilities to keep drivers happy while they wait for their EV to recharge

NTO THE FUTURE

CHARGING HUB THAT AIMS TO REVOLUTIONISE EV OWNERSHIP

trouble for operators of standalone charging hubs in less viable locations, and chargepoint operators with wider, but lower-powered, networks.

"I think, because the commercials don't work for the owner or operator of the infrastructure, you're going to end up with a lot of redundant slower-charging hardware," says Bartlett, in answer to a question about the tendency of local authorities to invest taxpayer funds in slower on-street charging instead of focusing on ultra-rapid hubs.

"The easiest thing to do is just plug in a slow charger; you pop them up and can say 'I've electrified my local borough council'. Which is all very well if I park overnight, and take the car in the morning." But he points out that drivers on the busy A4 alongside the new BP charging location don't use cars that way. "Most of the people driving on this road in front of us are time-constrained. They use their vehicle for business or pleasure, and they don't want to do that."

Bartlett also points to the competitive advantage BP has against more widely distributed networks, which he reckons will make its forecourts or hubs more competitive in the long run.

He explains: "It's not inexpensive to maintain and operate these businesses. You've got to think of the construction cost, then the operating cost." According to Bartlett, it costs the same to send a field service electrician out to a single hub (where they can manage all 10 bays) as it costs to send that same person to one of 10 chargers spread all over a borough.

"That's 10 times more expensive than coming to a hub, so the ability for me to offer competitive pricing in the future is a function of scale and consolidation," he claims. "You have different speeds for different needs, so there's always a role for someone to have a slow charger. All I'm saying is we are not going to focus on that. The model doesn't work for us.

"As BP we know what we want to do, we know what we like, we know we can make money, and we know what the customers we want to attract prefer."

VALERIO FERRO General manager, BP Pulse UK

"WE EXITED HOME CHARGING A COUPLE OF YEARS AGO, AND WE'RE FOCUSED ON RAPID CHARGING FOR PEOPLE ON THE ROAD"

FAST CHARGER ROLLOUT IS NOW GATHERING PACE

VALERIO Ferro (below) is general manager of BP Pulse UK. He told us that the company operates chargepoints in 225 fuel stations, and has plans to roll out approximately 500 new ultra-rapid chargers per year, which in many cases will replace lower-powered and sometimes unreliable older units.

Ferro says: "The focus is on the hub concept, because it's what people want. We've done a lot of research, and people don't want slow charging, especially those who are not able to charge at home or in the office – they're looking for this kind of concept. So we exited home charging a couple of years ago, and now we're focusing on ultra-rapid charging for people on the road."

AUTO EXPRESS

FIRST FOR DRIVES

26 **FERRARI 12CILINDRI**
Our verdict on open-topped V12

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First drive of hot A3 spin-off

30 **LEAPMOTOR C10**
Value-for-money SUV rated

BMW 2 Ser

Alex Ingram

Alex.Ingram@autoexpress.co.uk

FIRST DRIVE Substantial revamp for BM

THIS is the 2025 BMW 2 Series Gran Coupé, a car which has been subjected to one of the most comprehensive facelifts we've seen of late.

It's a model that, in the UK at least, doesn't find as much love with buyers as its hatchback equivalent, the 1 Series. However, with cars getting bigger all the time, a four-door saloon whose footprint is almost identical to the E90-generation 3 Series of the mid-2000s has some appeal.

Onto the changes, then, and from whatever angle you approach the 2 Series Gran Coupé, its look has changed substantially. The front has been brought closely in line with the revised 1 Series – so the headlights are slimmer and sharper, while the grille is a less pronounced than before, and its two 'kidney' elements are blended into one piece. We're not sure the latter detail is the best move, though. There's a hint of Kia's 'tiger nose' grille that graced the front of the Korean cars a while back, so it feels like the 2 Series has lost some brand identity.

The changes around the back are even more dramatic. Indeed, the update extends to a new pressing for the entire roof frame. The large panel which goes from the A to the C-pillars has been revised to present a more distinct interpretation of BMW's signature Hofmeister Kink behind the side windows, and has introduced an overhauled rear-end with reshaped tail-lights.

In hot M235 form, it's a car aimed squarely at the Audi S3 and Mercedes-AMG A 35 Saloon, and BMW has graced it with plenty of exterior garnish to lend it a more menacing presence. The front bumper features a deep lower air dam, with vents to each side emphasising the car's width. These are mirrored on the rear bumper, and between them sits a deep rear diffuser section with quad tailpipes. Regardless

ies Gran Coupé

W's smallest saloon bring big tech advances, but does it have the driver appeal to match?

Design changes are most dramatic at the rear, with a Hofmeister kink and new tail-lights

of the engine variant, it's inside where things have changed the most. There's an all-new dashboard inspired by the iX and X3, lending the cabin a less cluttered and more modern look than before. Unfortunately, this comes at the expense of the old car's physical climate controls – as with other current BMWs, the temperature now needs to be adjusted on the touchscreen.

The screen itself is among the best in the business, though, with fast loading times, sharp graphics and logical layouts. Even muting the speed limit warning is easy – a long hold of the 'Set' button on the steering wheel does the trick.

The centre console gets a revised panel with a smaller toggle switch replacing the previous chunky drive selector, further tidying up the design, and BMW hasn't skimped on quality, either. The iconic three-colour M Sport stripes have been hand-stitched into the dash top, and those new air vents ▶

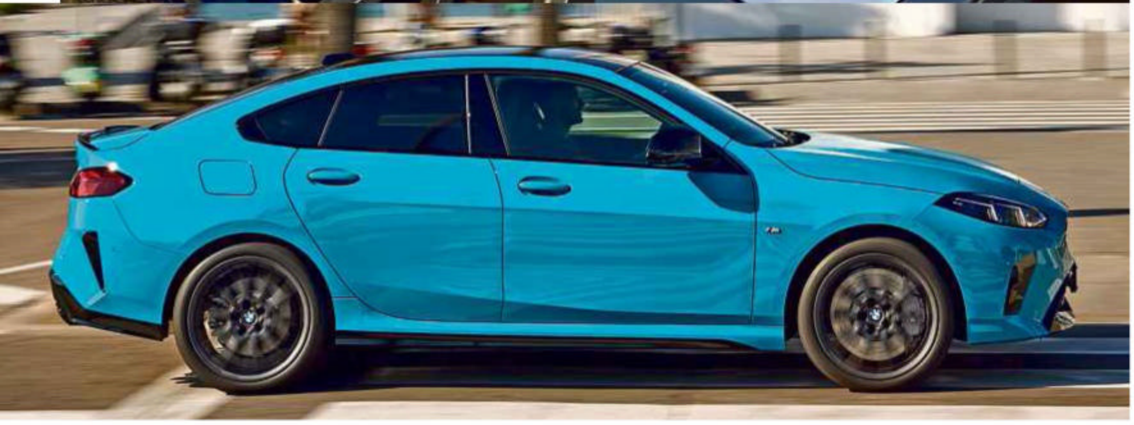
"BMW has graced the M235 model with plenty of exterior garnish to lend it a more menacing presence"

ESSENTIALS

BMW M235 Gran Coupé

Price: £45,275 **On sale:** Now
Engine: 2.0-litre 4cyl turbo petrol
Power/torque: 296bhp/400Nm
Transmission: Seven-speed automatic, four-wheel drive
0-62/top speed: 4.9 seconds/155mph
Economy: 34.5mpg
CO$_2$: 185g/km
Size (L/W/H): 4,546/1,800/1,435mm

RANGE TOPPER
Turbocharged M235 sits on top of the range, which kicks off with the hybrid-powered 220



"With shift paddles like the
steering wheel and sports s

are milled from a single piece of solid aluminium. Small etchings in the metal allow the ambient lighting to glow through the panel from behind.

With shift paddles that look just like the ones in an M3, a chunky steering wheel and redesigned sports seats, the quality feels superb.

Under the skin, the 2 Series Gran Coupé is fundamentally the same as before and – by extension – the 1 Series hatch. However, the pair have marginally different tunes for the electronic stability and damping systems.

Ever-tightening emissions laws have seen peak power drop by 6bhp from 302bhp to 296bhp, although it's now available across a wider band of revs. Torque has taken a bigger hit, falling from 450Nm to 400Nm.

Despite this, we don't have any complaints about how quickly the M235 can get down the road – 0-62mph takes 4.9 seconds, and each upshift snaps into place via a responsive new seven-speed dual-clutch gearbox. However, the way it delivers that power feels a little bit flat. The driver doesn't have much incentive to rev to the red line, and when they do, they're exposed to a rough-sounding engine that can be quite unpleasant to listen to.

The chassis is more convincing, although still not perfect. Again, measurable performance is not in doubt – on the smooth roads of our test route, the M235 was capable of generating grip that delivered some eyebrow-raising figures on the car's on-board G-meter. The nose is sharp to turn into corners too, to the extent it feels like it has rear-wheel steering.

There isn't the distinctive BMW rear-driven feel, however, because torque is sent to all four wheels, and it tends to feel neutral rather than tail happy. Traction is very impressive, though. But as with the engine, the fizz and excitement is missing. The steering responds quickly off-centre, but the way it loads up through corners doesn't feel progressive, making it harder to judge limits of grip.

SPEC HIGHLIGHTS
Flick-switch drive selector, twin USB C-ports and roller volume control are neat (above right). M Technology pack adds lighter rims and brakes

BMW does offer buyers a more focused upgrade, known as the M Technology package. This will come to the UK (on the M135, too) with chassis changes that extend to a nerdy level of detail. Extra bracing bars reach forward from the back axle to the underside of the floor, the dampers are beefed up and there are more rigid front suspension mounting points made from aluminium rather than plastic.

Some of that bracing adds weight, but a near-identical amount is removed from the car's unsprung mass. Lighter wheels save 2.5kg per corner relative to the 19-inch items fitted to our test car, and huge front brake discs crammed behind them have alloy hubs to further trim a few grams, making them lighter than the standard brakes. They're gripped by beefier pads, too – the same as fitted to the M3 – and buyers can also add stickier Michelin Pilot Cup 2 tyres as an option.

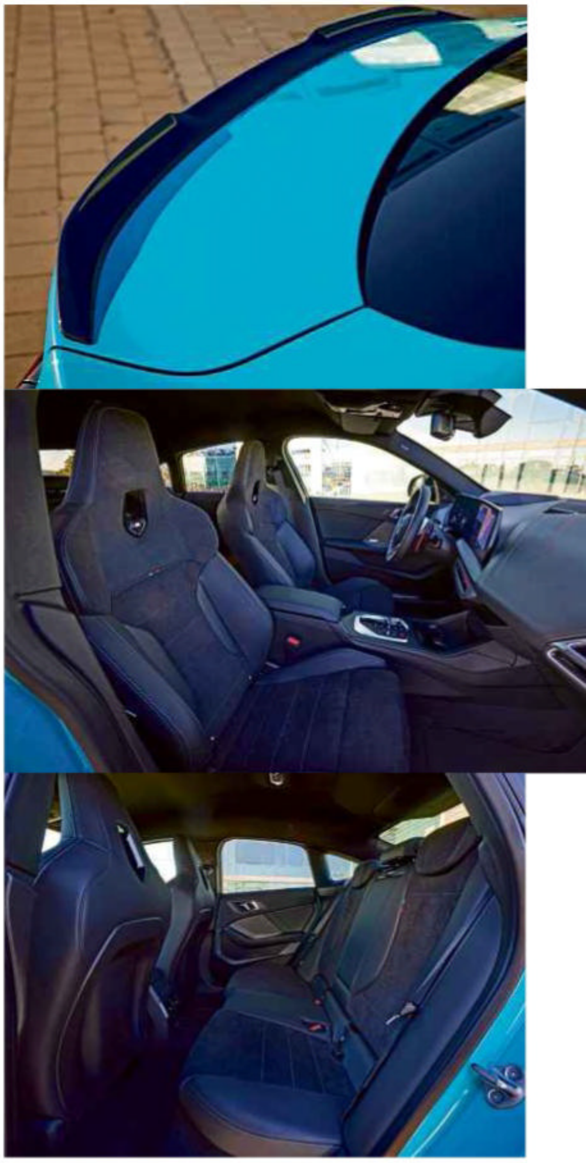
Those tyres weren't fitted to our test car, and perhaps they would make the other upgrades easier to appreciate. But on the same rubber as the standard M235 we sampled, finding tangible differences to cars with and without the packs was tricky. The M Tech pack was slightly more keen to point towards an apex and the brakes were supremely strong, if still not overloaded with feedback – but that's about it. We'll fully reserve our judgement until we try the pack in the UK, because we suspect that the reduced unsprung weight might help add a touch of sophistication to the ride.

"Perhaps most disappointing is that the base 220 is more fun to drive than the M235"

And on the subject of ride, again we'll wait to confirm our opinions until we try one on home shores – although we've found that the M135 is a touch too firm for our liking. Adaptive dampers are standard, but unlike other cars where firmness adjusts with the driving mode, the 2 Series decides for itself based on road conditions and driving style. Refinement is good though, and road noise minimal.

Perhaps most disappointing for the M235 was that a brief encounter with a base 220 showed the latter to be more fun to drive. It's lighter over the nose so it's more keen to turn into corners, and there's still loads of traction from its front-wheel-drive layout. Its three-cylinder 1.5-litre petrol engine is a little more grumbly, but it settles down nicely at speed. Mild-hybrid tech allows the 220 to move off

ones in the M3, a chunky
eats, the quality feels superb”



INTERIOR QUALITY
Excellent fabric and trim choices and a feeling of robustness give the cabin a premium ambience, complemented by the latest tech

ON THE ROAD
Chassis offers less feedback than expected, while the engine sounds rough at high revs

from a standstill using electric power impressively smoothly, although the transition between the EV motor and the petrol engine isn’t quite as seamless as the system in the latest X3.

Value-for-money is on the BMW’s side, though. The M235 starts from £45,275 – that’s £1,410 less than the base Mercedes-AMG A 35 Saloon and £2,840 less than Audi S3.

VERDICT ★★★½☆

FOR a car that isn’t one of BMW’s big sellers, the 2 Series Gran Coupé has seen a hefty overhaul. While the new cabin introduces class-leading tech, we’re unconvinced by the drive. The M235’s powertrain is effective but lacks excitement, as does the chassis. After driving the M235 against the base 220, we came to the conclusion that the latter is the one to have; not only is it much cheaper, but although less powerful, it’s more fun, too.

Ferrari 12Cilindr

FIRST DRIVE Dramatically styled and with a glorious V12 engine, the latest drop-top Ferrari is every bit as desirable in the metal as you would imagine – and it's equally sensational to drive

ON THE ROAD
The 12Cilindri is a fantastic car to drive, with amazing handling, steering and braking responses. But the most surprising element of its dynamic make-up lies in its ride comfort, which is eerily brilliant for a model with such huge performance

i Spider

Pete Gibson

ESSENTIALS

Ferrari 12Cilindri Spider

Price: £366,500 **On sale:** Now
Powertrain: 6.5-litre V12 petrol
Power/torque: 819bhp/678Nm
Transmission: Eight-speed automatic, rear-wheel drive
0-62/top speed: 2.95 seconds/211mph
Economy: 18.2mpg
CO2: 356g/km
Size (L/W/H): 4,733/2,176/1,292mm

Alex Ingram

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IT'S lucky that Italian is such a beautiful language, because it's fair to say that when it comes to naming their cars, the Italians aren't always the most creative. While many of those names sound evocative in the native tongue - Maserati Quattroporte, for example – the 'four-door' doesn't have quite the same ring to it, and we doubt the Fiat 'Well Done' (or Bravo) would have been quite so successful from a British brand.

Ferrari isn't immune from such literal naming either. This, the 12Cilindri, is the most recent example. Somehow 'doh-di-chee chill-in-dree' sounds a lot more exciting than '12 cylinders'.

This one is the Spider variant, lifting the lid off the superb V12 machine that we first sampled in Berlinetta form back in October. And losing its roof hasn't dented its spectacular presence on the road.

While some recent Ferraris, such as the Roma, go for delicate curves, and others opt for purely wind tunnel-dictated shapes to maximise downforce (step forward, the wild F80), the 12Cilindri deploys a completely different tactic. Its creators say that "it looks like it's designed to go into space".

It's angular yet curvy; retro yet ultra-modern. The black front visor between the headlights might seem like a link to another iconic 12-cylinder Ferrari – the 365 GTB/4 Daytona, but Ferrari's designers tell us that this is more of a happy coincidence than a deliberate decision. We're not so sure...

The angular rear window panel of the coupé has been replaced by a pair of buttresses, beneath which a folding metal roof resides. Ferrari chose this for its refinement - and because a spaceship wouldn't have a fabric hood. The weight penalty compared with a soft roof is a modest 40kg, says Ferrari, and it takes 14 seconds to open or close, at speeds of up to 28mph. At 200 litres, boot capacity is down on the Coupé's 270 litres, and structural rigidity has taken a slight knock, too. While the company wouldn't quote a figure relative to the Coupé, it says the 12Cilindri Spider is 15 per cent more rigid than its predecessor, the 812 Spider.

Regardless of where you rank this among Ferrari's greatest designs, what's absolutely not up for debate is that Flavio Manzoni's design has a spectacular presence. Long, low and sleek, it looks like it's been beamed in from the future.

Get into the nitty-gritty and there are certainly lots of sci-fi features. First, the aerodynamics: Ferrari is keen to avoid big wings or spoilers which would detract from the car's shape, so active aero is employed. A pair of winglets at each end of the black panel that covers the boot rise quickly under heavy braking or hard cornering to generate more downward pressure over the rear axle.

Ferrari's latest iteration of its four-wheel-steering system is a brake-by-wire set-up that can establish how much grip is needed at each tyre, based on

"Ferrari's designers say similarities to the GTB/4 Daytona are a mere coincidence – we're not so sure"

TECH FEATURES Latest V12 (top) has titanium conrods and F1-inspired tech, rear lights are ULEDs, and the cabin offers a modern touchscreen via its Fiat-developed interface

road conditions, steering angle and speed, braking each individually to suit. It has an eight-speed dual clutch gearbox, also new to the Ferrari flagship, that shifts 30 per cent quicker than the 812's.

However, the most important detail in its mechanical make-up is delightfully old-school. Ferrari believes that V12 engines are a key part of its identity, and as such it has vowed to continue building them for as long as it's possible to do so.

A range of upgrades are introduced to the front-mid-mounted 6.5-litre unit compared with the 812. Titanium conrods, aluminium-alloy pistons and a rebalanced crank all contribute to reduced internal mass. Formula One-derived sliding followers, actuated by the camshafts, act on the valve springs via hydraulic tappets to reduce frictional loss. Ferrari has even mapped the torque curves in order to provide a power delivery that encourages the driver to fully use those revs.

And rev it can – the result of all this, on paper, is nothing short of staggering. The 12Cilindri pumps out a staggering 819bhp, peaking just 250rpm short of its stratospheric 9,500rpm red line.

It's a limit that might seem intimidating to exploit, especially during the unseasonally heavy rain on our Portuguese test route. Wind it up through the first gear or two before shifting up at around 7,000rpm, and you realise that you haven't even reached its peak torque of 678Nm, which turns up at 7,250rpm. Those upshifts engage near instantly, though, and the gearbox is superb; from its smoothness in traffic to its response at high speeds, and even the feel of its steering wheel-mounted paddles, it's one of the best there is.

Build a bit of confidence in the damp, squeeze the throttle further, and the 12Cilindri reveals remarkable talent. How can it be possible to make an 819bhp supercar so approachable? Even on greasy roads, you realise you can push harder and harder. Of course, you need to finesse your right foot so things don't get out of hand, but it's possible to introduce wheelspin in a straight line – or a little slip through corners – without your palms getting clammy.

Technology is at its best when its intervention is so delicate that you hardly notice it, and that's the case with the stability-control systems here. There are no abrupt cuts in torque, just a set-up that helps the driver harness their own talents.

Of course, electrical systems only do so much, because the underpinnings must be brilliant to make the chassis so exploitable in the first instance. Four-wheel steering gives the 12Cilindri incredible turn-in and huge grip, yet alongside this, it rides better than most family hatchbacks.

This isn't an out-and-out track weapon after all; Ferrari has designed the 12Cilindri to be its ultimate grand tourer, and it really is. Ride comfort at all speeds is brilliant, and you'll struggle to find a better

DETAILING Everywhere you look, there's something to remind you that this car is special, from the bespoke seats and matching callipers to its alloy interior details and Alcantara lower dash panels

FOLDING ROOF Metal roof is housed within a compartment at the rear of the car and can be raised and lowered at speeds of up to 28mph

long-distance cruiser. Just make sure you keep the roof up, because things get noisy at motorway speeds otherwise. The cabin is comfortable, too, although it's a shame that the starter button is touch-sensitive – it lacks the theatre of a physical button when it comes to stirring that V12 into life.

As the roads dry, we summon up the courage to press the pedal down to the floor and test all 819bhp. The engine response is staggering. The revs flare up to 9,500rpm as the next ratio hits home, with barely a let-up in shove. Explore those revs in subsequent gears, and you'll likely reach some quite naughty speeds. Ferrari states that 0-62mph is dispatched in 2.95 seconds, and 0-124mph takes 8.2 seconds – and from our experience behind the wheel, we wouldn't dispute those figures. Fortunately, the brakes are equally incredible, both in power and feedback.

Ironically for a model named after its engine configurations, the one aspect that ever-so-slightly dulls the shine of the experience is that V12 motor.

A lot has been done to make it sound exciting; resonators ahead of the throttle bodies pipe the engine note into the car, while Ferrari has optimised intake and exhaust tuning,but this is in response to bigger catalytic converters, fitted to comply with emissions laws (particularly in the US and Chinese markets), and it takes the edge off the noise.

It still sounds special, but compared with its spine-tingling predecessor, things are a touch artificial. Given the exhaust filters are to blame, we're sure an aftermarket system will soon come along, and then it'll be close to perfect.

VERDICT ★★★★½

WITH the 12Cilindri Spider, Ferrari has created the greatest open-top GT that money can buy. Viewed from any aspect – from the performance, to the brakes, via incredible handling and ride comfort – the 12Cilindri resoundingly delivers on all of the qualities you'd hope for from a V12 Ferrari. If only it could sound just a little more divine.

Jordan Katsianis

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THERE are few everyday performance cars that do quite such a good job of channelling a manufacturer's heritage as the Audi RS 3. The firebreathing hot hatch and saloon don't share their shapes with the iconic Quattro in the same way a modern Porsche 911 does with its forebears, but the correlation is no less distinct. Starting at just over £60,000, the RS 3 might not represent the future of Audi, but it's certainly helping to shape it.

The RS 3 is one of the firm's few models that have retained the same powertrain layout across all of its generations, which in this case is both its strongest element, and most compromised, too. Its unusual 2.5-litre five-cylinder engine is full of character, with a deep and resonant exhaust note reminiscent of those iconic Quattro rally cars from the eighties. Peak power is rated at 394bhp, and it's generated with the help of a large single turbocharger.

Yet the forced-induction layout is quite simple and does without any clever tech, so turbo lag is noticeable. Combined with the often sluggish dual-clutch transmission, the RS 3's peak performance can take time to access. You need to plot your heavy throttle applications carefully, anticipate the delay and then hold on for the rush.

This slow-witted response can be minimised in the most aggressive driver modes, including two RS settings that can be personalised and accessed directly from the steering wheel. It's then that the performance isn't just objectively fast, but feels like an event due to the evocative engine note. The RS 3's 0-62mph time is rated at 3.8 seconds – a figure that feels accurate if launch mode is activated – with a top speed of 155mph, or 174mph for the top-spec Carbon Vorsprung model we're driving.

Audi's engineers have widened the front track, changing the suspension geometry and fitting wider wheels and tyres to give the car more front-end grip. In general, the suspension set-up feels quite performance biased at low speeds with a broadly firm ride, but as you up the ante and put some load into the chassis, things smooth out to give it an impressively fluid and supple feel.

The wheels are resistant to being unsettled by rough roads or off cambers, helped by steering that's accurate and direct. Dampers are passive on the lower two RS 3 models, but our top-spec car swaps these for an adaptive set that helps further refine the ride on poor surfaces.

Traction is good, but the all-wheel-drive system does allow some slip from both front and rear axles. As a Haldex-style set-up, the maximum torque able to be sent to the rear wheels is only 50 per cent, but the RS 3's trick torque-vectoring rear differential can then also send drive across the rear wheels under acceleration. When putting power down under boost, you can feel it shifting around.

There's even a mode that over-rotates the outside rear wheel on purpose to elicit oversteer. This was in place in the previous generation, but further calibration work has improved its consistency. It can gently coax the rear end into slip before quickly gathering it all up and firing you down the road.

Audi quotes fuel-efficiency of 31.0mpg, with a corresponding 207g/km of CO_2. We found this figure is conservative when driven at normal pace, and with a bit of motorway driving and some pottering, up to 35mpg could be possible.

Build quality inside is fine, but many of the plastics aren't up to typical Audi standards. There have been a few improvements in quality in certain areas over the previous version, but in general too many of the hard-finish plastics are still there and feel cheap. The standard seats are fine, but you can now opt for a set of carbon-backed buckets. Together with the fresh steering wheel, they give the interior a welcome lift, although the new touch-sensitive buttons are a backwards step.

The digital interfaces also aren't very fancy and fall short of modern rivals's offerings. The eight-inch screen is fast to respond, though, and supports wireless Apple CarPlay and Android Auto connectivity, plus works well with the customisable 12.3-inch digital driver's display.

The Mercedes-AMG A 45 S and the four-door CLA 45 S remain the RS 3's key rivals with similar

CABIN While we've no complaints about the build quality, some of the hard interior plastics let the side down for a car at this price point

Audi

FIRST DRIVE Latest version of h
slickness for masses of characte

ESSENTIALS
Audi RS 3 Saloon Carbon Vorsprung

Price: £70,275 **On sale:** Now
Powertrain: 2.5-litre 5cyl turbo petrol
Power/torque: 394bhp/500Nm
Transmission: 7-speed dual clutch auto, 4WD
0-62/top speed: 3.8 seconds/174mph
Economy/CO$_2$: 31.0mpg/ 207g/km
Size (L/W/H): 4,533/1,412/1,984mm

> “The RS 3’s 0-62mph time is rated at 3.8 seconds – a figure that feels accurate if launch mode is activated”

RS 3 Saloon

igh-performance model trades
r and true driver engagement

ON THE ROAD There’s performance by the bucketload, but turbocharger lag is evident. The chassis is fluid and the clever rear differential increases the RS 3’s engagement factor behind the wheel

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RS

price points and levels of performance. Both produce more power (416bhp), but it comes from a four-cylinder engine that’s effective, but has less character. The chassis has a similarly fluid quality and the all-wheel-drive system has its own torque-vectoring differential, but there’s something a little less engaging about the AMG driving experience.

The BMW M2 is priced slightly higher, but has more power, tech and prestige. Its rear-wheel-drive chassis is more entertaining, and the option of a manual gearbox is a definite bonus for enthusiasts. But the M2 misses out on four-wheel drive.

VERDICT ★★★★☆

PIT an Audi RS 3 against a modern high-performance EV and it’ll feel sluggish and a bit compromised. But Audi built its reputation on five-cylinder turbo engines, grippy all-wheel drive and the ability to cover bumpy roads at ferocious speed. Against those metrics, the RS 3 remains in a class of one. It’s not slick, but it offers things a modern EV hasn’t yet achieved: character and true engagement.

Leapmotor C10

FIRST UK DRIVE We find out if bargain-priced electric SUV does enough to stand out from the pack

Richard Ingram

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LEAPMOTOR brand director Damien Dally has confirmed that the firm's UK line-up will be bookended by the dinky T03 (Issue 1,870) and this: the Tesla Model Y-sized C10 electric SUV. However, the C10 is worlds apart from the T03, to the point where it's best to focus on it as a standalone product.

Visually, there are whiffs of Hyundai at the front and if you squint, perhaps some Porsche Cayenne at the rear. Proportionally, it looks quite European, and the colour palette isn't as wacky as some of the stuff currently en-route from China. The 20-inch gunmetal wheels look smart, too.

It's equally pleasing inside, at least on first glance. The layout is fairly minimalist, with a big 14.6-inch touchscreen taking centre stage, complemented by a 10.25-inch digital instrument cluster. It's all very responsive, but it's a shame Leapmotor has no plans to offer Apple CarPlay or Android Auto.

Quality seemed pretty stellar on our test model – especially given the list price of £36,500. It's worth noting, however, that the car we drove was quite literally factory fresh (registered three days prior), so it's difficult to know how the fit and finish might fare after three years or 30,000 miles. The only chargeable option is for the various shades of black, white or grey paint (£700 each); green is standard, and would be our preferred choice.

You start the C10 via an RFID card that can slip in your wallet – simply by touching or leaving it on the wireless phone-charging pad on the centre console. The column-mounted drive selector is simple to operate, and the various cameras situated around the vehicle make parking pretty easy.

This is an easy car to drive, if not a particularly fast or fun one. The 215bhp single motor feels more than capable of pulling this SUV along and keeping up with traffic, but it won't excite. Nor does it ever feel particularly rear-driven; it prioritises a safe and relatively refined driving experience.

Ride comfort is largely fine; the C10 is perhaps a little bumpy about town, but things smooth out at higher speeds. It's a shame, therefore, that the 69.9kWh battery can only manage an official 263 miles of range; an entry-level Skoda Enyaq has a smaller 59kWh battery and a similar range – while a bigger 77kWh battery (with a 360-mile maximum) is also available. The C10 does at least get an energy-saving heat pump as standard.

ESSENTIALS

Leapmotor C10

Price: £36,500 **On sale:** March

Powertrain: 69.9kWh battery, 1x e-motor

Power/torque: 215bhp/320Nm

Transmission: Single-speed auto, rear-wheel drive

0-62mph: 7.5 seconds

Top speed: 106mph

Range: 263 miles

Charging: 84kW, 30-80% in 30 mins

Dimensions (L/W/H): 4,739/1,900/1,680mm

Yet charging is another area where the C10 isn't particularly competitive. Leapmotor doesn't quote a peak charge speed, but online data suggests the electric SUV tops out at just 84kW. That same Skoda, in its most basic form, has a peak of 165kW. To make matters worse, Leapmotor quotes its times from 30 to 80 per cent rather than the conventional 10 to 80 per cent.

Every C10 gets those two clear, crisp screens with over-the-air updates, voice control and customisable driver profiles, plus wireless phone charging, heated and cooled front seats and a heated steering wheel. There's dual-zone climate control, 360-degree cameras, a 12-speaker stereo and numerous USB ports dotted around the cabin.

As if that's not enough, customers also get those aforementioned alloy wheels, a panoramic glass roof with a power-operated sun shade, flush door handles and customisable entry and exit lighting signatures. It's fair to say the C10 packs the kind of

ON THE ROAD
C10 is undeniably comfortable on the move, but the overall battery range is a slightly disappointing 263 miles

LEAPMOTOR
C10
BU74 XGJ

> **“This is an easy car to drive, if not a particularly fast or fun one. It prioritises a safe and relatively refined experience”**

equipment list you’d not reasonably expect on a car costing 30, 40 or even 50 per cent more.

It’s also roomy. There’s loads of adjustment in the front seat, and even when slid back for a tall adult there’s space in the rear for someone of similar size. There’s no intrusive hump in the floor, either. Buyers shouldn’t feel too concerned about the quoted 435-litre luggage capacity – it’s a perfectly useable size and shape that should suit most families.

The C10 is covered by Leapmotor’s four-year/60,000-mile warranty, and it received a full five-star Euro NCAP safety rating, including an 89 per cent score for adult-occupancy protection. Some of the driver-assistance features are a bit overactive, but at least you know your family will be looked after.

PRACTICALITY
There’s enough space for five fully grown adults to sit comfortably, while the cabin is packed with kit. Load space (top) is also adequate

AEX VERDICT ★★★⯨☆

THE Leapmotor C10’s price, and associated strong kit list, is its unique selling point. There is no arguing against the sheer value, while it’s big and practical, too. But as an EV, it’s little more than mediocre; the range isn’t overly impressive and the charging speeds are disappointing. Ultimately, that could hold it back against more efficient rivals.

KEI CARS BIG IN JAPAN

Car weight has become a big issue with the rise of EVs, but Japanese kei cars have had the problem solved for years. They're lightweight, lovable and back in vogue, so here's our selection of the best ever made

HONDA BEAT

HONDA fans revere the Beat as the final car to be signed off by company founder Soichiro Honda in 1991. That feels appropriate, given the Beat was much like Honda's first passenger car, the S500 of 1963: a tiny roadster.

It also gave kei car customers a kind of scaled-down NSX. The 656cc naturally aspirated three-cylinder makes the most incredible noise, partly on account of its 8,500rpm red line, and partly because each cylinder has its own throttle body to admit air and fuel. It's mid-engined too, which plays havoc with boot space, but makes the mad zebra-print interior more spacious than you'd expect.

> **"THE HONDA BEAT GAVE KEI CAR CUSTOMERS A KIND OF SCALED-DOWN NSX. THE 656CC ENGINE MAKES THE MOST INCREDIBLE NOISE"**

HONDA S660

THE Daihatsu Copen kept the kei sports car flag flying after the Autozam AZ-1, Honda Beat and Suzuki Cappuccino left the market, but in 2015 Honda rejoined the fray with the S660. A spiritual successor to the Beat, the S660 was once again mid-engined, but this time used a targa-style roof arrangement and had a turbocharger to help its 658cc three-cylinder along.

While output is technically no more than the Beat's 63bhp, the turbo made all the difference to driveability. Where the Beat developed just 65Nm of torque at a 7,100rpm scream, the S660 had 104Nm at only 2,600rpm. You may notice the past tense there: unfortunately, the S660 disappeared in 2022 with no replacement, but thankfully there are still plenty to choose from if you're considering importing one.

AUTOZAM AZ-1

NO model illustrates the way kei cars are simply normal cars condensed into a smaller space than the Autozam AZ-1. Sold under one of Mazda's many Nineties offshoot brands (and also as the Suzuki Cara), the AZ-1 is basically a miniature supercar, with a mid-mounted engine and gullwing doors. Given the huge surge in interest when it hit American import status at 25 years old back in 2017, prices are becoming a bit supercar-like too.

The AZ-1 made its debut in 1992, and featured a similar engine to the Suzuki Cappuccino. There's British heritage in there too, because the AZ-1 spent some time at International Automotive Design (IAD) of West Sussex, for prototyping and development.

It cost only a little less than the Mazda MX-5 on the Japanese market, and almost 5,000 were made.

Antony Ingram

ONCE an oddity offered only to buyers in a country thousands of miles away, Japan's tiny 'kei cars' have become an automotive phenomenon in recent years, spurred on by demand from the United States, with several iconic models crossing the 25-year-old threshold that allows them to be imported by one of the world's biggest enthusiast markets.

The 'kei' in kei car is short for kei-jidousha, roughly translating as 'light automobile', and describes a uniquely Japanese class of car that conforms to tight regulations governing dimensions and propulsion. The diminutive vehicles enjoy various tax and parking benefits in their home country.

All kei cars fit inside a box just 3.4 metres long by 1.48 metres wide (that's 34cm shorter and 10cm narrower than the Dacia Spring) by 2.0 metres tall, while engines are capped at 660cc. You might have heard that power is also limited to 64PS, or 63bhp, but that's much more loosely enforced, and is more of a gentleman's agreement than a hard limit.

Kei car regulations have been around since 1949 and have been updated several times since, with today's limits introduced in 1998. It means that modern kei cars feature largely the same specifications as they have for more than quarter of a century. That's led manufacturers to differentiate their cars on styling, equipment and driver appeal, rather than a never-ending power or size arms race, and in turn it's led to some spectacularly imaginative machines.

Here, we've selected eight stand-out kei-jidousha, plus five that made it to the UK officially – and then we let you know what to look for when buying your own tiny Japanese car.

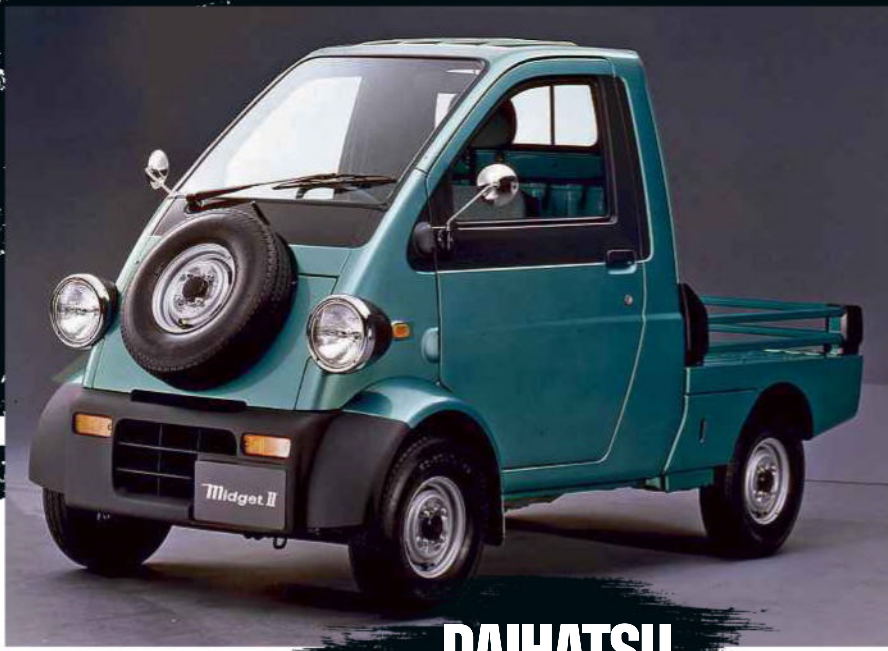
SPECIAL KEI
The Autozam AZ-1 is like a supercar that's been in too hot a wash cycle. It features gullwing doors and an engine mounted in the middle of the chassis. However, its popularity means prices are on the rise

SUZUKI ALTO WORKS

PLENTY of companies have offered performance-focused kei cars, but the Alto Works is among the best known. Suzuki has been making them since 1984, and while it doesn't currently sell a Works model brand new, there have been five generations over the past four decades.

The recipe has always been the same: a bodykit that treads the line between mean and cute like a cartoon baby dragon, a turbocharged three-cylinder engine and more often than not, a manual gearbox.

The 657cc second-gen (1990-1994) and third-gen (1994-2000) models are probably the most coveted, not least for their regular appearances in the Gran Turismo games on the Sony PlayStation and on Japanese automotive TV show Best Motoring, where they typically put in giant-killing performances. After disappearing in the mid-Noughties, the Alto Works returned in 2015, with a pugnacious look, KYB dampers, Recaro seats and Enkei wheels.



DAIHATSU MIDGET II

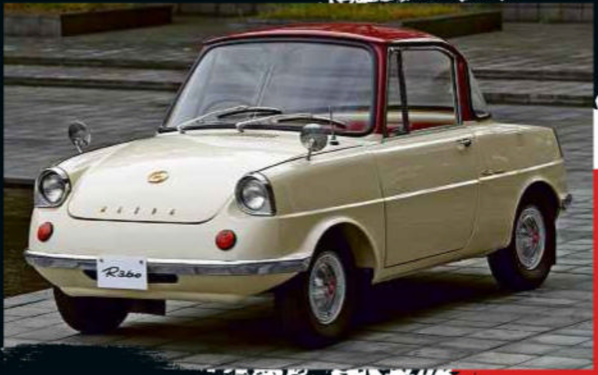
ONE of the more curious kei cars to emerge from Japan is rapidly becoming a bit of a cult vehicle. Daihatsu revealed its first Midget in 1957 as a three-wheeled, handlebar-steered single-seat pick-up, which evolved to become a two-seat, but still three-wheeled, truck with a steering wheel by the time production ended in 1972.

In 1996, though, Daihatsu launched the Midget II, this time with four wheels but again as a one-seater (although a second seat was offered in automatic versions).

Retro styling extended to a spare wheel mounted on the nose and separate headlamp pods, while its naturally-aspirated 0.66-litre engine made just 33bhp.

It actually appeared in 1999's Gran Turismo 2, introducing it to a new generation. With those gamers now in their 30s and 40s, plenty of Midget IIs are finding their way outside Japan to buyers wanting to live the reality...

> **"RETRO STYLING EXTENDED TO A SPARE WHEEL ON THE NOSE AND LIGHT PODS. IT EVEN APPEARED IN GRAN TURISMO 2"**



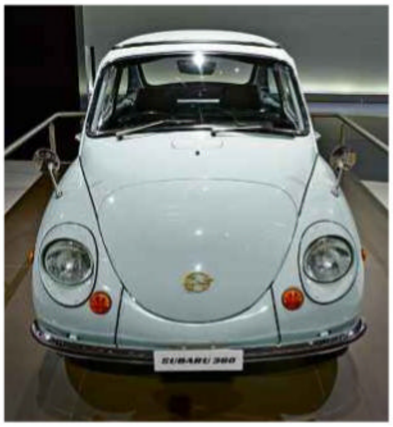
SUBARU 360

THE Subaru 360 looks a little like a copycat Fiat 500, but it's more an example of automotive convergent evolution. The 500 arrived in 1957 and the 360 in 1958, so it's fair to say that the two were developed without knowledge of the other – and to ensure it met kei car regulations, the Subaru's 356cc engine is even tinier than that of the Nuova 500's.

Although the engine was a parallel twin, like the Fiat's, the Subaru was a two-stroke, so the 16bhp it made at launch is actually a little more potent than the 1957 Fiat's 13bhp.

However, Subaru eventually boosted that to 25bhp, and even 35bhp in the twin-carb Young SS sports model in 1968.

Subaru actually exported the 360 to the US that year, too, where it was sold (genuinely) under the tagline: "Cheap and ugly does it."



SUZUKI JIMNY

WE'RE all familiar with the Jimny in the UK as a chunky, retro-styled and often brightly coloured 4x4 that fell foul of emissions regulations.

However, shorn of its wide, boxy arches and fitted with a 658cc engine, it conforms to kei car regulations in Japan – while its 1.6 million yen starting price, around £8,500, is enough to make you weep. UK buyers had to stump up £15k or more when the latest version of the Jimny appeared in 2018.

Japanese Jimnys also get an array of options to make the MINI's colours and roof graphics look as adventurous as a Ford Model T's. And that's before you get to the aftermarket arena, where it's possible to give the Suzuki the look of a Land Rover Defender or Mercedes G-Wagen.

The small-capacity powerplant doesn't seem to hamper it off-road either, with Japanese enthusiasts happily venturing into the mud in their pint-sized 4x4s.

> "SUBARU EVENTUALLY EXPORTED THE 360 TO THE US IN 1968, WHERE IT WAS SOLD (GENUINELY) UNDER THE TAGLINE: CHEAP AND UGLY DOES IT"

MAZDA R360

WHILE it looks a little like a European 'bubble car' from the Fifties, this glassy coupé was actually Mazda's first passenger vehicle, making its debut in 1960 and immediately taking the market by storm. It sold a little more than 23,000 units in its first year, equivalent to nearly two-thirds of the entire kei car market.

One advantage it had was performance. This sounds daft given the fact it uses just a 356cc V-twin, mounted in the rear (a 360cc displacement limit was in place for kei cars until 1976), but like the modern MX-5, Mazda made the R360 light, so the 16bhp engine only needed to push along 380kg. For context, today's Citroen Ami weighs 485kg and makes half the power. A four-speed manual gearbox was standard, but the R360 was also the first car in Japan to offer a torque converter automatic, with two ratios.

BUYING A KEI CAR: WHAT YOU NEED TO KNOW

IF you're tempted by any of the cars here, then the next stage is actually getting hold of one.

There are two main ways of doing this. You can look at those already for sale in the UK, or you can scour the Japanese sales and auction sites to bring a car into the country.

While you can do this solo, it's much easier to go through a company already set up to walk you through the process. The likes of Torque GT can source more or less anything you have your eye on, while

FIVE BRIT HITS

WHILE kei cars are a Japanese phenomenon, several have made it to the UK as official imports over the years, such as the Daihatsu Copen and Suzuki Cappuccino. The UK even built its own kei car and sold it to Japan, in the shape of the Caterham Seven 160.

DAIHATSU CUORE AVANZATO TR-XX R4

THE Cuore Avanzato's full name seemed daftly long in the Nineties, but it did give a clue to the madcap Daihatsu's behaviour. As with the Alto Works, the Avanzato was a kind of two-thirds-scale hot hatch.

Once again, the bare stats are just 63bhp (and 100Nm) from a turbocharged 0.66-litre engine. But it also had an 8,500rpm red line, a manual gearbox with ratios like a mountain bike (70mph in fifth corresponded to 5,500rpm) and four-wheel drive, for a 0-62mph time around the mid-eight seconds mark – enough to match the then-new Mk4 Volkswagen Golf GTI.

CATERHAM SEVEN 160

WE'RE not pulling your leg – the Caterham Seven 160 really is a kei car. It's probably the most extreme example of the kei sports car genre popularised by cars like the Suzuki Cappuccino, and coincidentally, its 'K6A' 658cc three-cylinder turbocharged Suzuki engine is closely related to that found in the Cappuccino (see right).

What might confuse you is the Caterham's 84bhp power output – but there's no hard 63bhp limit on kei car power, so the extra horses don't disqualify it, while the Seven's diminutive size keeps it within class regulations. It became a big-seller in Japan, and its skinny tyres and supermini-style economy made it a great choice for UK roads, too.

SUZUKI CAPPUCCINO

BACK in the Nineties, the Suzuki Cappuccino was officially imported here, and cost just £11,995 in 1994. UK-spec cars were pretty well equipped too, with standard power-steering, leather seats and air-conditioning.

As many drivers have since discovered, particularly as the popularity of older kei cars has increased, the Cappuccino is more like an espresso to drive. Think of all the qualities of a Mazda MX-5, such as great balance and rear-drive handling, but scaled down to the width of a classic Mini. A clever three-piece hard-top means it can function more or less like a coupé in poor weather, too.

> **"THINK OF ALL OF THE DRIVING QUALITIES OF THE MAZDA MX-5, BUT SCALED DOWN TO SOMETHING THE WIDTH OF A CLASSIC MINI"**

DAIHATSU COPEN

THE Copen was brought in officially between 2003 and 2011, although from 2006 Daihatsu replaced the 659cc four-cylinder turbo engine with a 1.3-litre four, so these later models don't conform to kei regs.

They do make superior cars though, with extra power (86bhp, up from 63bhp) and torque (121Nm, up from 100Nm), while their gearing is better suited to UK roads.

MITSUBISHI i

THE Mitsubishi arrived in the UK with a 659cc turbocharged three-cylinder petrol engine and a four-speed automatic gearbox.

Its engine was mounted at the back, which meant almost all of its bubbly shape was devoted to passenger space. Find one today and it makes sense, thanks to the ability to do around 300 miles on its 35-litre fuel tank.

other importers will keep a flow of stock of some of the most popular models, which you can reserve before they arrive on UK soil.

Kei cars are often cheap to buy initially, because running older cars can get quite expensive in Japan – their equivalent of our MoT test, the 'shaken', starts at just under £200, and it can go up from there. This means that people rarely hang on to older cars.

However, importing can quickly add to this cost. You might find a funky, unusual kei car for the equivalent of £2,000, but you can expect to add another £1,500 for roll-on-roll-off shipping, 20 per cent for VAT, 10 per cent import duty, any conversion costs that need doing (such as changing the speedometer from km/h to mph), and fees for the paperwork, plus a margin for the company importing the car. So that £2k car could be £5k-£6k when you pick it up.

Newer kei cars should still be in pretty good condition, and importers will usually give each one a rating to give you some idea before it's put on a boat. But it's worth remembering that older cars are older cars, even in Japan, so some may be a little tired or full of holes by now.

Assuming you've finally got your hands on a kei car, then what? Well, the experience should be fairly straightforward. It may be a little more difficult finding parts, although the Japanese auction sites can come in handy and there are plenty of English-speaking intermediaries to make buying bits and pieces easier these days. As we write, the exchange rate is very favourable too, making importing cars and parts much cheaper than it was a decade ago.

Bear in mind that kei cars are very much developed for Japan's lower speed limits. Gear ratios can be quite short, leading to screaming revs, and you may feel vulnerable alongside everyone else's SUVs.

ESSENTIALS

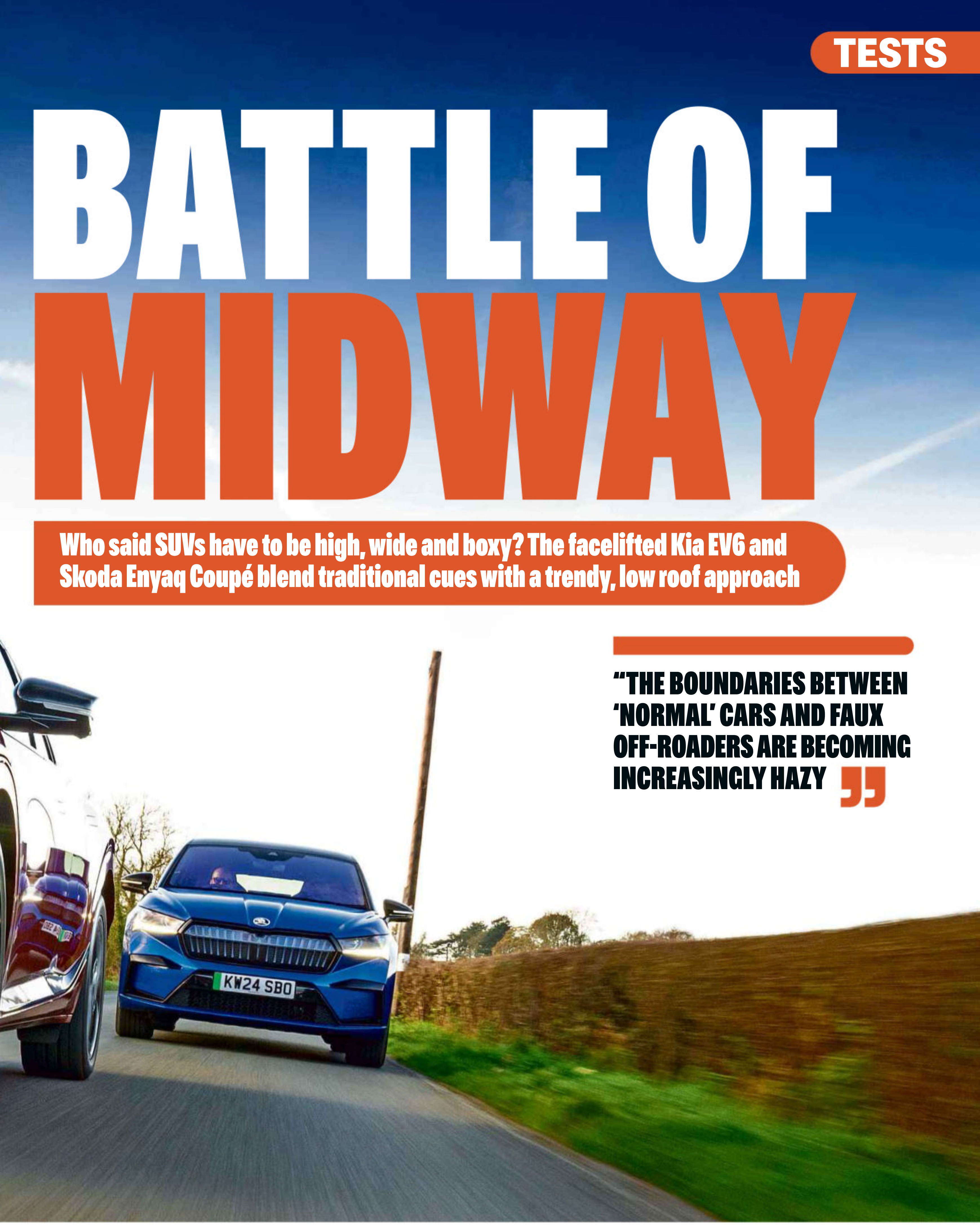
Kia EV6	Skoda Enyaq Coupé
Price: £45,575 (£58,125 as tested)	**Price:** £46,440 (£50,305 as tested)
Powertrain: 1x e-motor, 84kWh battery, 225bhp	**Powertrain:** 1x e-motor, 82kWh battery, 282bhp
0-62mph: 7.7 seconds	**0-62mph:** 6.7 seconds
Test efficiency: 3.4 miles/kWh	**Test efficiency:** 3.6 miles/kWh
Official range: 361 miles	**Official range:** 359 miles
Annual VED: £590 (from April 2025)	**Annual VED:** £590 (from April 2025)

Otis Clay

BATTLE OF MIDWAY

Who said SUVs have to be high, wide and boxy? The facelifted Kia EV6 and Skoda Enyaq Coupé blend traditional cues with a trendy, low roof approach

> “THE BOUNDARIES BETWEEN ‘NORMAL’ CARS AND FAUX OFF-ROADERS ARE BECOMING INCREASINGLY HAZY ”



KIA EV6 vs SKODA EN

Both blur the boundaries between SUV and coupé, but which is better?

WHEN is an SUV not an SUV? It's always been a tricky question, but more than ever, the boundaries between normal cars and faux off-roaders are increasingly hazy.

Electric vehicles are the reason. The ideal location for a battery is beneath the floor and between the axles, which jacks up the height of even traditionally shaped cars. Plus, the constant mission to improve efficiency in any way possible sees the roofline of SUVs become lower and more rakish, in order to improve aerodynamics and eke out a bit of extra range.

We've assembled two such boundary-blurrers here. The Kia EV6 sits closer to the 'normal car' side of the debate, but its short bonnet/long-wheelbase proportions give it a dramatic presence. A facelift has freshened up the range, with changes that run deeper than cosmetics. We're testing the EV6 against another distinctly shaped rival to see if the tweaks have been a success.

The Skoda Enyaq is more traditional, but the version here is known as the Coupé. While not sleek in the traditional sense, it features a more rakish roofline than the standard model – again in the name of aerodynamic efficiency. But which car is our winner?

CONTENDERS

Kia EV6

IT'S common for a mid-life facelift to introduce a new front end and a revised trim structure, and that's exactly what Kia has done for the EV6. Yet there are some in-depth changes which not only freshen the original package, but make it better. The car in these pictures is the top-of-the-range model (at least until a revised EV6 GT joins the line-up later in the year). The GT-Line S AWD costs a hefty £58,125. Our pick of the line-up, the base Air model with rear-wheel drive, starts at £45,575.

HEAD TO HEAD

ON THE ROAD

KIA has softened the suspension slightly for the EV6's mid-life refresh, but it's still more unsettled than most rivals, including the Skoda. Unfortunately the Kia is no more fun to drive in return. While the EV6's steering is precise, family EVs such as this are too heavy to be truly entertaining. We much prefer the Skoda's approach; there's no intent to be sporty, and as a result it's a more relaxing drive.

TECH HIGHLIGHTS

COMPARED with its predecessor, the EV6 gets a bump in battery capacity to 84kWh (a 6.6kWh increase) which, depending on spec, allows the range to climb to 361 miles. That's within four miles of the best that the Enyaq Coupé can achieve from its smaller 82kWh unit. The Kia is quicker to charge, with the ability to top up from 10-80 per cent in just 18 minutes, compared with the Skoda's 28 minutes.

PRICE AND RUNNING

EV owners using home charging and cheap off-peak energy will benefit from tiny running costs in both of these cars. But public rapid charges can cost up to 10 times more than the lowest home energy tariffs. There is little to separate this pair in terms of efficiency. Our pick of the EV6 range costs slightly less than the Enyaq Coupé, but we'd go for the Enyaq SUV instead, which is £2,000 less than its range mate.

YAQ COUPE

CABIN TECH
Both have hi-tech layouts. The Skoda feels more traditional; the Kia's digital interfaces are modern, intuitive and look great

Skoda Enyaq Coupé

SINCE we carried out this comparison, Skoda has revealed a revised Enyaq. A restyled nose introduces the latest Skoda family face, first shown on the all-new Elroq, and cuts a slightly more efficient shape through the air. Choose the rear-wheel-drive 85 Coupé (our pick of the current line-up), and the latest Enyaq has a WLTP range of 365 miles. The outgoing car in our images is in SportLine Plus trim and has four-wheel drive – this model can be ordered from stock for £50,305.

PRACTICALITY

ALTHOUGH the EV6 has a useful front boot – perfect for housing charging cables separately from luggage or shopping – the Enyaq is the more practical car. Despite the Kia's fantastic legroom, it's hampered by disappointing headroom front and rear, plus a shallow boot that limits the overall volume. The Skoda's kneeroom isn't as good, but it's still generous, while offering more headroom and a larger load area.

SAFETY

BOTH of these cars bagged a five-star safety rating when they were tested by Euro NCAP - the Kia in 2022 and the Enyaq 12 months earlier. Kia has improved the EV6's passive safety with reinforced B-pillars for the updated version, and it holds an edge over the Skoda when it comes to standard safety tech. Adaptive cruise control is standard on both cars, but the Kia also gets standard self-steering tech.

OWNERSHIP

KIA owners love life with their cars, rating the manufacturer third best out of 32 brands in the 2024 Auto Express Driver Power satisfaction survey. By contrast, Skoda finished 23rd overall. Kia's superb seven-year warranty lasts four years longer than the Skoda's, although both have an eight-year/100,000-mile battery pack warranty. The Skoda also has three years' breakdown cover to the Kia's single year.

THE transition to electric has been a perilous path to navigate for many car manufacturers, but Kia seems to have skipped along it more merrily than most of its rivals. Not only is it able to churn out new EVs at a staggering rate – the brand aims to have 15 fully electric models on sale across global markets by 2027 – but it has also managed to continue offering cars for those who aren't ready to make the switch yet. From the affordable, petrol-powered Picanto to the large, diesel seven-seat Sorento, it's a range which has something for everyone.

Of its electric line-up, the EV6 marked a significant step beyond what it had offered before. The previous EV versions of the Soul and Niro helped Kia find its feet with the tech, and they were very convincing cars for their time. But the EV6 used the Hyundai group's E-GMP platform, complete with hi-tech 800-volt architecture. At its launch, only high-end models, such as the Porsche Taycan, had such an advanced electrical set-up, which promised charging speeds that no similarly priced rival could match.

But in this rapidly evolving electric era, Kia hasn't stood still, which is why changes to the facelifted EV6 run more than skin deep. Range has been boosted by an 84kW battery – up from 77.4kWh – while alterations to the suspension, interior and standard equipment complete the upgrade.

ENGINES & PERFORMANCE 4.3/5★

BUYERS are offered a choice of two powertrains in the EV6. The livelier option uses a motor on each axle, producing 320bhp and 605Nm of torque from the moment you press the right pedal. Predictably, this dual-motor system gives the EV6 superb acceleration – 0-62mph takes just 5.3 seconds, and it's matched to an eager throttle response that's easy to modulate.

As fun as this is, we feel that acceleration that's on a par with some serious hot hatchbacks is a little unnecessary for a family car. For that reason, the standard rear-wheel-drive option – with 225bhp and a 7.7-second 0-62mph time – seems more than good enough for the overwhelming majority of drivers. As we'll expand on more in the running costs section, the single-motor models have the added bonus of being able to drive further on a single charge, too.

DRIVING 3.8/5★

UPDATES to the EV6's chassis haven't banished the unsettled ride that was one of the main downsides of the car previously. There are rivals that manage to be more comfortable, yet at the same time are more fun to drive than the Kia.

AROUND TOWN In order to maximise cabin space, Kia has pushed the front and rear axles out as far as possible; the 2.9-metre wheelbase is very long. A side effect of this is that the EV6's turning circle is quite wide, at 11.6 metres. There are rivals that can turn tighter and are easier to manoeuvre as a result.

Kia has retuned the dampers to address the original EV6's slightly fidgety ride, but the changes haven't gone far enough. While it feels a touch more compliant than before, the car's rear now feels a little out of sync, bumping harshly across uneven surfaces. Rivals such as the Renault Scenic and Ford Capri are similarly firm, but their damping feels more sophisticated.

A & B-ROADS The firm suspension means that the EV6 doesn't roll too much through corners, although at almost 2.2 tonnes, it's not a car that encourages you to drive keenly. It's stable and predictable through bends, the balance is neutral and grip is decent. The steering is one of the best aspects of the EV6's dynamics; it's precise and naturally weighted.

MOTORWAY A long wheelbase means that stability is reassuring at high speeds, and aside from a little road rumble, refinement is great. Kia has added soundproofing around the rear motor for the facelift, which means that even under hard acceleration, motor whine is well isolated from occupants.

The strain of long motorway journeys can be eased by Kia's Lane Follow Assist 2.0 (LFA) system, which automatically keeps the car in its lane (with constant supervision from the driver). Unlike rival systems, Kia's steering tech is able to work independently of adaptive cruise control, so you can choose for the car to steer itself, maintain speed itself, or both. LFA is standard on every EV6 model.

RUNNING COSTS 4.3/5★

AN even more efficient powertrain than before should mean that the EV6 remains fairly cheap to run, and charging speeds are excellent. Insurance and depreciation are average for the class, but higher-spec models can be expensive to buy in the first place.

EV RANGE/ BATTERY/CHARGING During our time behind the wheel, the EV6 averaged 3.4 miles per kilowatt hour – a fair return given the cool conditions during our test and the performance of the dual-motor powertrain. That gives an overall range of 286 miles.

But it's the rear-wheel-drive models we'd recommend for most buyers. Not only are they cheaper, but they're also more efficient and have a longer range. At up to 347 to 361 miles, the single-motor models have a clear

KIA EV

Vast footprint and striking looks fail

MODEL TESTED:
Kia EV6 GT-Line S AWD

PROS	CONS
Great range	Unsettled ride
Long list of standard kit	Headroom
Charging speeds	Expensive range-topping models

TESTER'S NOTES

THE styling of the facelifted EV6 has divided opinion among the road test team. I'm quite a fan, though; I always felt that the big, triangular lights of the original EV6 looked a bit out of place with the Kia's rakish body shape and slim LED lighting.

To me, the wild angles of the updated lamp units are a much better fit with the car's distinctive profile. The steeply raked windscreen and bigger wheels mean that, regardless of trim level, it's one of those cars that looks like it's going fast even when it's parked.

Alex Ingram
Chief reviewer

6

to disguise dynamic and packaging compromises

SMART DETAILS
LED tail-lights, two-tone wheels and distinctive front light bar signature give the EV6 a unique and distinctive look

> "IN THIS RAPIDLY EVOLVING ELECTRIC ERA, KIA HASN'T STOOD STILL – THE CHANGES ARE MORE THAN SKIN DEEP"

edge over the twin-motor options, which are capable of between 324 and 339 miles. It's a shame that a heat pump – a useful feature for helping range in cold weather – is only available on top-spec GT-Line S models, adding the best part of £1,000 to the price.

Kia says the EV6 can top up 10-80 per cent in just 18 minutes, with a maximum charging speed of 233kW. That's impressive, but using rapid chargers regularly can be expensive.

TAX With all of the models in the EV6 line-up breaching the £40,000 mark, the full range is subject to the VED surcharge of £410 for five years. In addition to the standard VED rate of £180 for alternative-fuel vehicles, that means that owners will pay £590 per annum.

INSURANCE Insurance groups range from 34 for the entry-level Air to 40 for the dual-motor version of the GT-Line S. That means the Air sits one group higher than the (more powerful) Enyaq Coupé 85 Edition, and the GT-Line S is two groups higher than even the sportiest Enyaq, the vRS.

DEPRECIATION Depending on which trim you choose, the EV6 is predicted to hold on to about half of its original value after three years or 36,000 miles – average for the class.

INTERIOR & TECHNOLOGY 4.2/5★

THE EV6's tech-filled cabin is logically laid out, well finished and looks great.

DESIGN Interior design was always one of the EV6's strong suits, so it's no surprise to see that Kia hasn't changed much for the facelift. The cabin is dominated by two 12.3-inch displays that wrap around the driver. Combined with a raised centre console, with a neat rotary dial for switching between Drive, Neutral and Reverse, the driver feels cocooned – in a good way – in an otherwise airy interior.

The only significant change between old and new is a fresh steering wheel in the higher trim levels, with a drive-mode button in the centre of its lower spoke.

QUALITY While it's not a class-leader when it comes to fit and finish – that prize goes to the Peugeot E-3008 – the EV6 feels solidly made.

TECH AND INFOTAINMENT With such a huge battery, it'd be a shame not to make more versatile use of it than simply fuelling the car, which is why the EV6 also features a three-pin plug socket. This means that in addition to the five USB ports dotted around the cabin, it's also possible to run more power-hungry appliances from the outlet, which is located at the base of the rear seat bench. The same Vehicle-to-Load tech also works from the car's charge port; a special adapter can be bought from Kia for a little over £300.

PRACTICALITY 3.8/5★

A MIX of a low roof and a high boot floor means the EV6 isn't as spacious inside as its exterior dimensions will have you believe.

FRONT SPACE While its rakish looks mean the EV6 looks less SUV-like than many of its rivals, it does come at the expense of headroom. Some taller testers felt like they were sitting too close to the roof, even with the seat mounted in its lowest position. That aside, there is plenty of adjustability in the front seats and the steering wheel.

Storage space is plentiful, thanks to big door bins (carpeted to stop small items rattling about) and a two-tier centre console which has cup-holders and smartphone charging on top, and a deep cubby below.

REAR SPACE Interior space is a mixed bag in the back of the EV6. Kneeroom is immense – among the best of any car we've measured – but this is balanced out by disappointing headroom. It's possible to recline the backrests a little, which means a more slouched position can take advantage of the room ahead.

A flat floor and plenty of elbow room make it reasonable for a third passenger, and while large doors make it easy to manoeuvre a child seat into position, the Isofix mounts are more awkward to reach than in some rivals.

BOOT SPACE Behind those back seats is a boot with a huge floor area, but is also shallow. As a result, the 490 litres of volume on offer (or 480 litres if the Meridian subwoofer is fitted) is fairly average for a car so large on the outside. Dog owners might be better served by a rival with a full SUV bodystyle, such as a Volkswagen ID.4 or Ford Explorer.

Fold the rear bench down, and the overall volume increases to 1,300 litres, leaving only a small step up from the boot floor to the 60:40-split seat backs. One useful feature lacking in the EV6's rivals from the VW Group is a front boot; this varies between 20 and 52 litres, for all-wheel drive and rear-wheel drive models respectively.

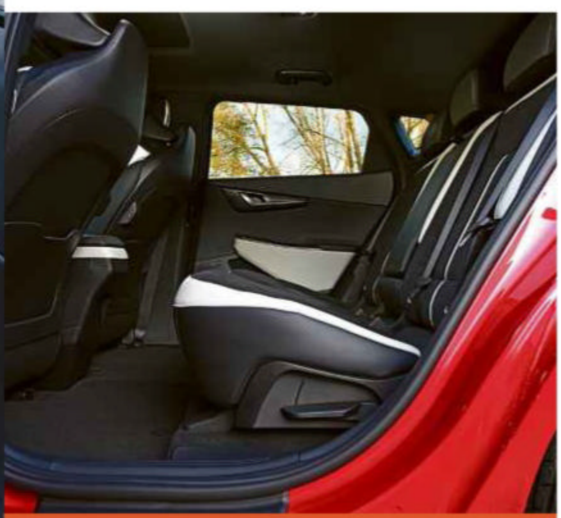
RELIABILITY & SAFETY 4.5/5★

KIA achieved a third-place finish out of 32 brands in our 2024 Driver Power customer satisfaction survey, with owners loving their cars' value for money and infotainment.

A five-star safety rating was awarded to the EV6 by Euro NCAP in 2022. For the facelift, Kia has reinforced the B-pillars, which should enable it to score highly against NCAP's

0
MPH
Current trip
0.0
0:05
0.0
141
POWER
CHARGE
READY
5°C
P
56%

INTERIOR DESIGN
Dash is largely unchanged, but drive mode button is now on steering wheel (left). Rear legroom is vast, but headroom is compromised



TESTER'S NOTES

FINDING a balance between ride and handling can be a head-scratcher for EV engineers. Seeking a comfortable ride yet sufficient body control through corners to contain what is usually a two-tonne-plus mass throws up varying results, even on the same platform. The EV6 uses the same E-GMP set-up as the Hyundai Ioniq 5 and Genesis GV60. Of the three, the Kia has the firmest suspension, the Hyundai the softest and the Genesis sits between them. Of the three, the Ioniq 5 feels by far the best on UK roads.

Alex Ingram
Chief reviewer

ON THE ROAD
Kia's engineers have altered the damper settings on the facelifted EV6 to soften the ride, but it still feels harsh and unsettled over rough surfaces and lacks the composure of the Skoda on challenging British roads

> "THERE ARE RIVALS THAT ARE MORE COMFORTABLE, YET AT THE SAME TIME ARE MORE FUN TO DRIVE THAN THE KIA"

ever-more stringent testing criteria. Also new is the ability to mute the speed limit warning bong more easily. Rather than delving into an infotainment menu to disable it, the driver can push and hold the volume dial on the steering wheel for three seconds.

WARRANTY 4.6/5★

FEW brands can match Kia's seven-year/100,000-mile cover package for the EV6 giving peace of mind like few other rivals. There is also eight years' cover for the battery pack, which guarantees that the level of charge will stay above 70 per cent of its original capacity during that period.

SERVICING 4.0/5★

A TWO-year, 20,000-mile service interval keeps the EV6's maintenance costs down.

VOLKSWAGEN'S MEB platform arrived with huge fanfare, but we were a little underwhelmed by the early cars. Our doubts surrounded the sort of basics that we felt the VW Group should have got right in the first place. Cabin ergonomics, infotainment interfaces and perceived interior quality were letdowns in early VW ID.3s, for example. That made it all the more frustrating, because so many fundamentals showed promise – cabin space, comfort and efficiency have always been MEB strong points.

Of all the cars to be released on the platform, the Skoda Enyaq came closest to getting things right the first time. Yes, there were still slight ergonomic frustrations, and it could be a little too expensive in some trims, but interior quality was excellent and the drive was solid.

In the years following their initial releases, the MEB cars have received improvements to their powertrains, their charging rates and, most importantly, their interior functionality. All of these updates have been applied to the Enyaq, making it a more convincing prospect today than when it was first released in 2021.

ENGINES & PERFORMANCE 4.4/5★

WHILE the standard SUV-shaped Enyaq is offered with an entry-level powertrain and a smaller battery (both of which reduce the purchase cost significantly), the Enyaq Coupé's range kicks off with a single-motor option with an 82kWh battery pack and a 282bhp electric motor.

This is the line-up's sweet spot, delivering a mix of excellent performance – 0-62mph takes 6.7 seconds – and the longest range of any Enyaq powertrain.

This powertrain is also available with four-wheel drive, which knocks 0.1 seconds off the 0-62mph time, while the hottest vRS option increases the potency with a total output of 335bhp and 545Nm – enough for a 0-62mph time of just 5.2 seconds.

Despite these full-bodied power outputs, early versions of the Enyaq still felt rather sluggish – a symptom caused by overly soft throttle mapping. But this has been changed in more recent updates, so the car now offers the sort of peppy responses that we've come to expect from EVs, without feeling jumpy or hyperactive when you touch the right pedal.

DRIVING 4.0/5★

REFINEMENT and relaxation are two Enyaq Coupé strong points. Except for slightly disappointing rear visibility, it's also fairly easy to drive at low speeds, too.

AROUND TOWN At 10.2 metres, the Enyaq Coupé's turning circle is impressively tight for a car of its size. The steering itself is fairly light, too. Compared with rivals such as the Kia EV6 and particularly the Peugeot E-3008, the Enyaq Coupé rides very smoothly.

That isn't to say that the Czech model is perfect, though. At most speeds, there's a slight jiggle as it moves along the road – especially in trims with larger wheels fitted. On the plus side, the transition between mechanical braking and motor-regeneration (a process which sends some energy back to the battery) is smooth.

A & B-ROADS A (MOSTLY) settled ride hasn't unduly compromised the way that the Enyaq Coupé goes around corners, either. While it's not especially agile (few cars in this class are), the Skoda turns positively into bends, and the level of grip available is strong.

In rear-wheel-drive models, the torque going to the back axle can give a gentle and satisfying push when you squeeze the throttle at the exit of a corner. All-wheel-drive versions feel slightly more neutral, but it's still possible to feel that subtle rear-wheel bias.

MOTORWAY The ride largely settles down at motorway speeds, and while one or two rivals just pip the Enyaq Coupé's cabin for peace at a cruise, it's above average for the class. Stability is great, too, because the steering isn't as quick to respond as in some alternatives.

MPG & RUNNING COSTS 4.2/5★

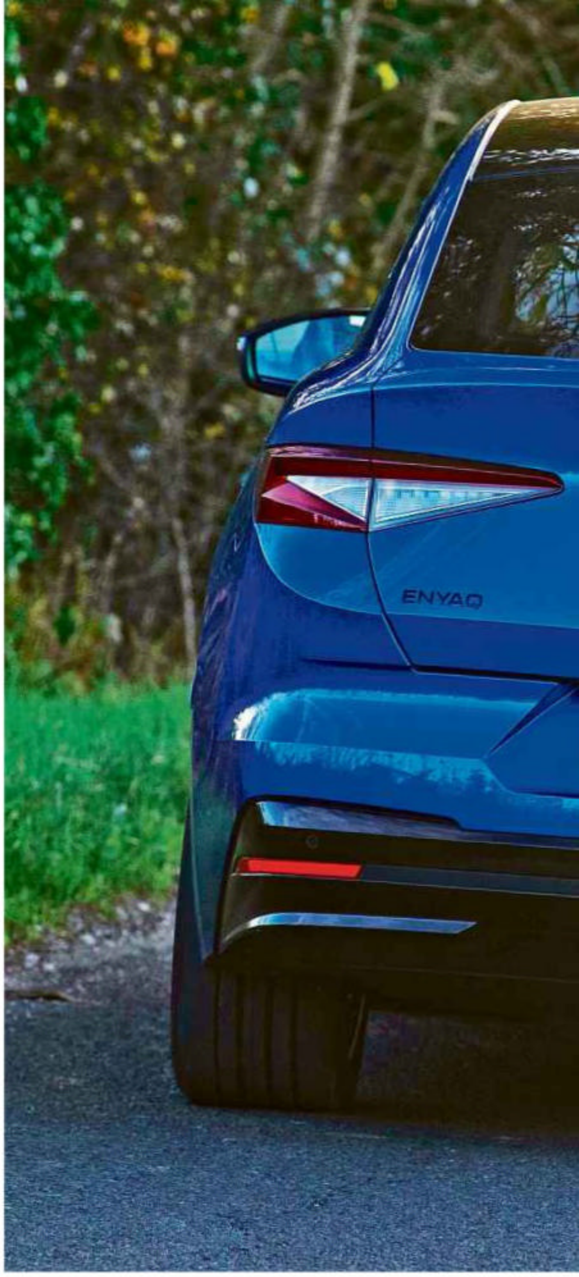
WHILE the Coupé is efficient and cheap to run overall, a standard Enyaq is less expensive to buy and holds its value slightly better.

EV RANGE/ BATTERY/CHARGING Our most recent encounter with the Enyaq Coupé was in cool conditions, and despite this, it achieved reasonable efficiency of 3.6mi/kWh. The EV6 achieved 3.4mi/kWh over the same week, and that difference almost negated the fact that the Kia has a slightly greater battery capacity.

Both cars had the potential to deliver around 280 miles of range on a single charge. In warmer weather, the Skoda's efficiency has hovered around the 4.0mi/kWh mark.

While the rear-wheel-drive model is the most efficient option in the range, the four-wheel-drive variants can charge faster. The 85x (the x denoting all-wheel drive) can charge at up to 175kW, while the rear-driven models are pegged at 135kW.

That's a little behind the best in the class, but the Skoda's battery-conditioning systems can optimise the pack's temperature before reaching a charging stop. This ensured that – on a plug that's fast enough – we regularly saw the Enyaq top up at its quoted speeds. That is, at least, at lower battery levels; much like most other electric vehicles, once



SKODA

Improvements since its launch h

SKODA
85x
KW24 SBO
SKODA Press Office

MODEL TESTED:
Skoda Enyaq Coupé Sportline Plus

PROS	CONS
Strong performance	Enyaq SUV is better value than Coupé
Impressive efficiency	Charging speeds of RWD models
Roomy cabin	Rear visibility

TESTER'S NOTES

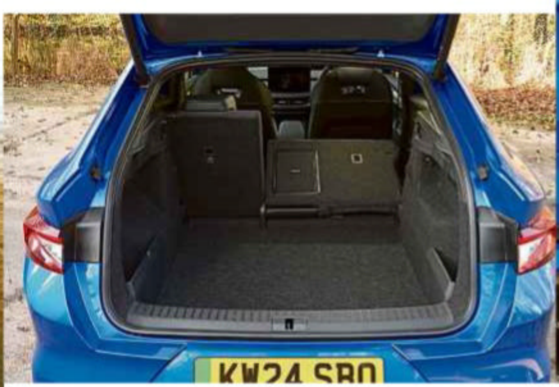
AS is becoming very fashionable among SUVs, the Enyaq is available in both a standard body style and the more rakish Coupé option pictured here. I'd go for the former every time.

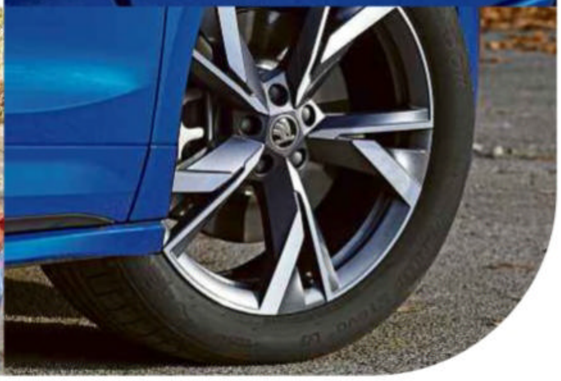
Yes, the Coupé offers very slightly more range than the standard Enyaq SUV, but it's also roughly £2,000 more expensive, and it's expected to lose a little over two per cent more of its original value after three years than the SUV. In other words, you're unlikely to ever recoup the original cost back through its small efficiency gains.

Alex Ingram
Chief reviewer

ENYAQ COUPE

ave made Czech brand's rakish EV a strong contender





“REFINEMENT AND RELAXATION ARE TWO ENYAQ STRONG POINTS AND IT'S FAIRLY EASY TO DRIVE AT LOW SPEEDS” the pack is charged beyond 50 per cent capacity, the speeds gradually tail off.

TAX As with every other fully electric vehicle, the Enyaq currently sits in the lowest Benefit-in-Kind (BiK) band of two per cent, making it one of the most affordable company car options around. In the 2024/25 tax year, that means a higher-rate income tax payer will face deductions of just £371 a year. Tax rates are due to rise by one per cent per year for all EVs, however, so in the 2025/26 tax year that figure will increase to £557.

INSURANCE Group ratings range from between 33 for the base Coupé 85 Edition and 38 for the most potent vRS model.

DEPRECIATION After three years or 36,000 miles, the Skoda Enyaq Coupé is predicted to hold on to 45-47 per cent of its original value. That's beaten by quite a few rivals; the Ford Explorer, Peugeot E-3008, Renault Scenic and Tesla Model Y have slightly stronger residuals, but those figures still put the Skoda well clear of the heavily depreciating Volkswagen ID.4.

INTERIOR & TECHNOLOGY 4.3/5★

A PLUSH but not flashy cabin design and much-improved in-car tech help to keep the Enyaq towards the top of the class several years after its launch.

DESIGN Skoda has struck a fine balance between delivering a modern, minimalist layout and keeping a reasonable level of usability. While we prefer its internal combustion-powered range mate, the Superb (and its rotary climate dials), when it comes to cabin ergonomics, the Enyaq Coupé's on-screen controls for the air-conditioning are still fairly easy to use when on the move.

A bank of physical switches below the central air vents includes a direct shortcut to the full climate menu, plus drive modes and driver assists. The two-spoke steering wheel looks quirky, but is pleasing to hold.

QUALITY In terms of overall finish, the Enyaq sits right towards the top of the class, with only the Peugeot E-3008's cabin beating it for a sense of luxury. The soft-touch plastics and leather-effect trims give the Enyaq a high-quality feel. Everything seems solidly screwed together, too. There is quite a lot of shiny black plastic close to areas that will get a lot of use – around the cup-holders, for example – so we're not convinced how long that finish will stay as shiny as it looks from the factory.

TECH AND INFOTAINMENT Skoda's Digital Cockpit positions a small instrument panel ahead of the driver, displaying only necessary information such as speed, efficiency and navigation instructions. It's a pity that this screen doesn't adjust with the steering column, as it does in some other MEB-based cars, because that would ensure the panel is always in the optimum position for the driver.

The optional Advanced Package adds a head-up display, an uprated Canton sound system, heated seats front and rear, plus a heated windscreen.

PRACTICALITY 4.4/5★

A SPACIOUS cabin, loads of storage plus Skoda's famous 'Simply Clever' features make the Enyaq Coupé a very practical family car.

FRONT SPACE The driving position is in the traditional high-riding SUV style, giving a decent view of the road ahead. The same can't be said of the rear view, where the Coupé's small back window compromises visibility.

Cubby areas aren't in short supply, with two large cup-holders just behind a smartphone storage area, which is angled forward so your device can't fall out while driving.

REAR SPACE Skoda regularly produces cars with generous rear accommodation, and the Enyaq is no different. While the Hyundai group's E-GMP-based cars have the Skoda beaten for kneeroom, they're all a touch tight on headroom – while the Enyaq is much better in this area.

Even the Enyaq Coupé offers a clear 20mm more space to the ceiling than the Kia EV6, for example. That doesn't tell the whole story, either, because the Skoda's seats are raised higher from the floor, so they give better under-thigh support than the Kia's, too.

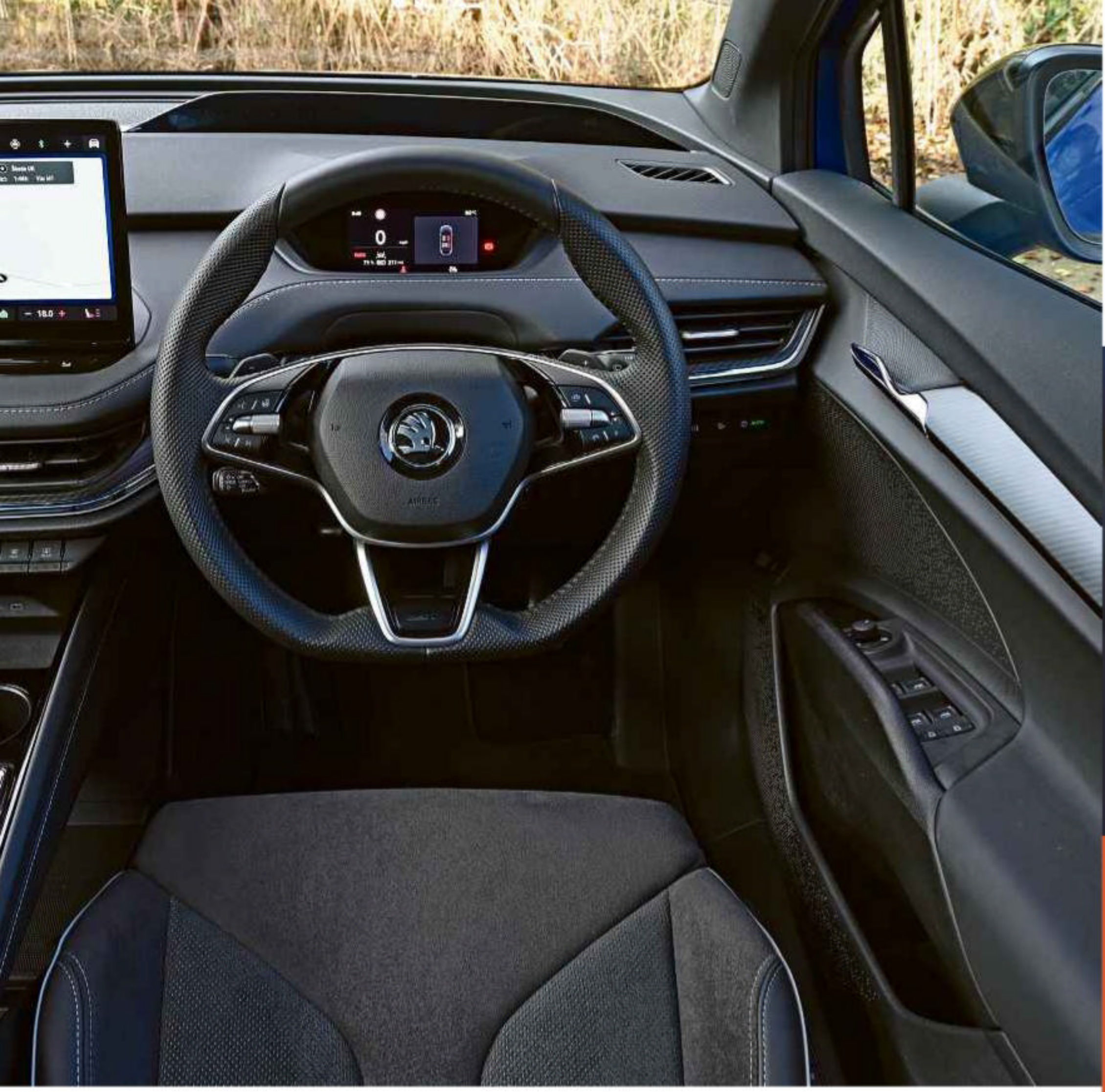
BOOT SPACE Despite its rakish roofline, the Enyaq Coupé still has a huge boot. The 570-litre volume is a modest 15 litres less than in the SUV version with all the seats in place, but when measured to the roof, the gap is clearer. At 1,610 litres, the volume is 100 litres less than the standard model – worth bearing in mind if you plan on carrying bulkier items.

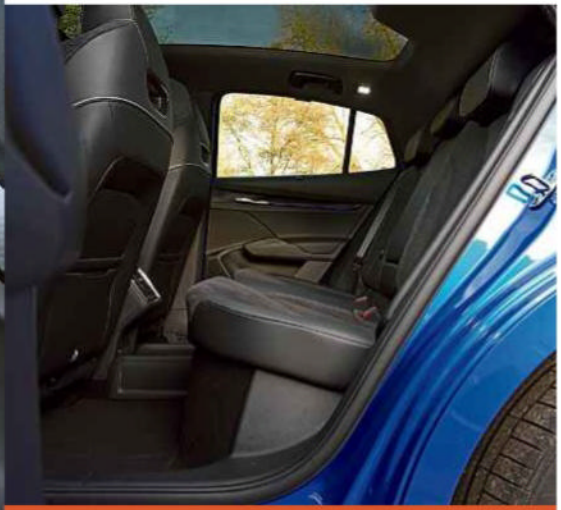
Some models are available with a double-sided boot floor with a more hard-wearing surface, and there's space for the charging cables beneath it. We'd still prefer a front boot for storing them separately, though.

RELIABILITY & SAFETY 4.0/5★

THE Enyaq received a five-star rating from Euro NCAP when it was tested in 2021. As with other Skoda models, disabling lane-keep assist is extremely easy on the Enyaq. A dedicated driver-assist button on the steering wheel opens up a menu which allows the

9:55
10
0
mph
PARK
8.0°C



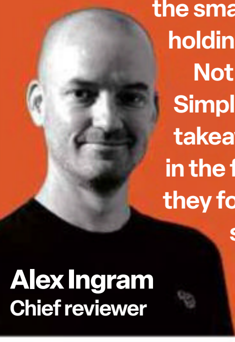


INTERIOR

Rear headroom (below) is better than the Kia's, but legroom is tighter; the Skoda's cabin (left) build and material quality is very high

TESTER'S NOTES

SKODA is known for its 'Simply Clever' features, and the Enyaq is no different. Among those included here are an umbrella stored in a slot in the door edge, fold-out dividers to hold items securely in the boot and foldable tables on the back of the front seats. Also on the seat backs are two pockets, the smallest of which is ideal for holding a smartphone in place. Not everything inside is Simply Clever, though. Put a takeaway coffee cup or bottle in the front cup-holders and they foul the dashboard switchgear.



Alex Ingram
Chief reviewer

CABIN

Small digital driver's display (above, left) shows key information; drive selector (above, middle) is conveniently placed in the centre console; tinted panoramic sunroof (above) allows plenty of light into the cabin

> "THE SOFT-TOUCH PLASTICS AND LEATHER-EFFECT TRIMS GIVE THE ENYAQ COUPE A HIGH-QUALITY FEEL"

driver to disable both this and the speed-limit warning chime. Less impressive was the firm's showing in our 2024 Driver Power customer satisfaction survey. Skoda took 23rd spot out of 32 manufacturers (down from 20th the year before), with owners left feeling lukewarm by their cars' ride and handling.

WARRANTY 4.5/5★

SKODA offers a three-year/60,000-mile warranty with the Enyaq Coupé, which is less than many Korean and Chinese brands' cover. An eight-year warranty for the battery pack is on a par with most rivals, though.

SERVICING 4.5/5★

THE Enyaq has two-year service intervals, and Skoda offers a service plan that covers the first two visits for a little less than £400.

PRICES AND SPECS

	KIA EV6	SKODA ENYAQ COUPE
Our choice	EV6 Air RWD	Enyaq Coupé 85x Edition
Price of our choice/price as tested	£45,575/£58,125	£46,440/£50,305

POWERTRAIN AND PERFORMANCE

Powertrain	1x electric motor	1x electric motor
Power	225bhp	282bhp
Torque	350Nm	545Nm
Transmission	Single-speed/RWD	Single-speed/RWD
0-62mph/top speed	5.3 seconds/116mph	6.7 seconds/111mph
Battery capacity/usable	84/84kWh	82/77kWh
Official range	361 miles	359 miles
Test efficiency/range	3.4mi/kWh/286 miles	3.6mi/kWh/277 miles
Charging	233kW (10-80% in 18 mins)	135kW (10-80% in 36 mins)

DIMENSIONS

Length/wheelbase	4,695/2,900mm	4,653/2,765mm
Width/height	1,890/1,550mm	1,879/1,621mm
Rear kneeroom	765-1,004mm	622-834mm
Rear headroom/elbow room	895/1,494mm	915/1,488mm
Boot space (front/seats up/down)	20/480/1,300 litres	N/A/570/1,610 litres
Boot length/width	983/1,035mm	990/1,000mm
Boot lip height	697mm	805mm
Kerb weight/towing weight	2,165/1,800kg	2,145/1,000kg
Turning circle	11.6 metres	10.2 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000, via CDL)	£28,505/49.0%	£23,397/46.5%
Depreciation	£17,071	£23,043
Insurance group/AA.com quote/VED	36/£643/£0	33/£606/£0
Three-year service cost	£389	£384 (four years)
Annual tax liability std/higher rate	£182/£364	£186/£371
Annual fuel cost (10k miles)	£731	£691
Basic warranty/recovery	7yrs (100k miles)/1yr	3yrs (60,000)/3yrs
Driver Power manufacturer position	3rd	23rd
NCAP Adult/child/ped./assist/stars	90/86/64/87/5 ★ (2022)	94/89/71/82/5★ (2021)

EQUIPMENT

Metallic paint/wheel size	£675/19 inches	£660/19 inches
Parking sensors/camera	Front & rear/yes	Front & rear/yes
Spare wheel/Isofix points	Repair kit/two	Repair kit/three
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats	No/yes	No/yes
Screen size/digital dashboard	12.3 inches/yes	13 inches/yes
Climate control/panoramic sunroof	Yes/sunroof	Yes/yes
USBs/wireless charging	Five/yes	Four/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	Yes/yes
Blind spot warning/head up display	No/no	Yes/£2,150 pack
Adaptive cruise/steering assist	Yes/yes	Yes/no

WHAT WE WOULD CHOOSE

KIA Optional extras are thin on the ground for the EV6 – if you want more kit, you need to step up a trim level. We feel the base Air spec is so well equipped already that the majority of buyers can just stick with the most affordable model.

SKODA As with the Kia, a heat pump is an optional extra, but unlike its rival, it's available on every Enyaq and not just the top trim level. At £1,025, it isn't cheap, but mitigates efficiency losses through the heating system in winter.

INFOTAINMENT

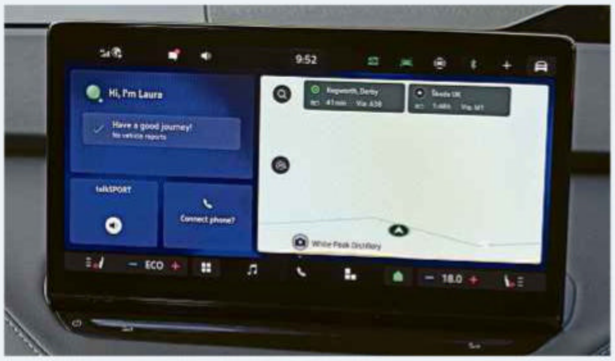
09:26
3.0 mi
56%
142 mi
151 mi
Media Off

Kia EV6 3.9/5★

12.3-INCH CURVED TOUCHSCREEN NAVIGATION
KEY FEATURE: DUAL-FUNCTION CLIMATE/AUDIO PANEL

KIA'S infotainment set-ups haven't changed radically for a few years, and this is becoming evident when it comes to the speed of loading times. While the main menu pages are logically laid out, some sub-menus look fussy; the driver-assist function is one of the worst offenders.

Kia has kept the climate controls separate from the screen, with a dual-function touch panel below catering for both temperature and audio controls. We'd like a larger button to switch between the two modes, though.



Skoda Enyaq 4.1/5★

SKODA CONNECT
KEY FEATURE: WIRELESS APPLE CARPLAY

COMPARED with the EV6's neatly integrated screens, the Enyaq Coupé's 13-inch touchscreen sits rather clumsily on top of the dash. That tiny gripe aside, it's the better system.

The big display has crisp graphics and responds quickly to inputs, while loading times are quicker when plotting a navigation route. Climate functions are a permanent fixture at the bottom of the screen, even when smartphone apps such as Android Auto are enabled.

> **"WHILE THE EV6'S MAIN MENU PAGES ARE LOGICALLY LAID OUT, SOME OF THE SUB-MENUS LOOK FUSSY IN COMPARISON"**

SKODA BEST FOR:
Families. Few electric EVs are as well suited to family life as the Skoda Enyaq, with space, comfort and refinement all in abundance.

KIA BEST FOR:
Efficiency. The Kia's mix of a long range and ultra-rapid charging potential makes it a great choice for drivers who cover high mileages.

RESULTS

WINNER ★★★★☆

Skoda Enyaq Coupé SportLine Plus

THE EV6 has undoubtedly improved, but it's not the only car that's getting better with age, as the Enyaq proves. A series of gradual tweaks to its range, performance and ergonomics make it all the easier to appreciate what the brand got right the first time around: excellent interior space, refinement and decent value relative to the closest competition.

Charging speeds could be better and we'd go for the standard Enyaq for its better value for money and bigger boot, but the Enyaq Coupé remains a compelling option. A facelift is due to go on sale imminently, so things look set to improve even further.

AUTO EXPRESS
ROAD TEST
WINNER
SKODA
ENYAQ COUPE
FEB 2025
★★★★☆

INTERESTED?
Scan the code to see our stock of used Skoda Enyaqs

RUNNER UP ★★★★☆

Kia EV6 GT

A SHARP new face hasn't fundamentally changed the character of the EV6, so it remains a very appealing package overall. Small improvements to the range, efficiency and refinement are always welcome, while the generous standard equipment, strong performance and ultra-rapid charging potential are carried over from before.

However, some of the previous flaws are still present, too. The ride remains more unsettled than we'd like, and a car of this size should provide more headroom and boot space. While the EV6 is still a capable model overall, the Skoda takes a narrow win in this contest.

INTERESTED?
Scan the code for the best deals on a new Kia EV6

Darren Wilson

Darren.Wilson@autoexpress.co.uk

FIRST REPORT

VOLVO EC40

Does Swedish EV's style get in the way of its substance?

I'VE switched one small premium electric SUV for another, as the Auto Express fleet waves goodbye to the MINI Countryman and says hello to the Volvo EC40. Eagle-eyed readers might have spotted both cars together in our touchscreen mega-test in last week's special (Issue 1,870). Both fared very well. More on that shortly.

First impressions of the Volvo have been positive. I really like the shape. It's probably more of a coupé-crossover than an SUV but looks squat and safe, while retaining some stylish flowing lines. It looks like the kind of car that would fly down my Seventies Hot Wheels track if it were a model version of itself. What's not to love about that?

The characteristic Volvo light detailing looks sharp, especially at the back, while the swooping black roof gives it a sporty feel, but hides the fact that it's actually panoramic glass until you climb inside and see the light. The interior is good, too – very logically laid out, which suits me. The steering wheel controls are how I'd design them, and the driver's display is fantastic. It is perfectly possible to follow sat-nav directions on that map and not look at the main nav screen at all. It sums up the whole system, really, which is very intuitive. One example is being able to find the option to reduce the brightness of the almost-blinding interior lighting with two touches of the main screen. I've also found phone pairing and setting up my Google account and Spotify playlists straightforward.

My first shift at the wheel of the EC40 was a 70-mile January night trip on the M2/A2 coming into London in the rain at rush hour. Having not driven a Volvo since a stint in a long-term S90 about 10 years ago, that could have presented a steep learning curve, but I had no problems working out the heating controls, navigation or music while on the move. The journey was smooth and enjoyable, and illustrated why the Volvo came fourth in our recent touchscreen test. Incidentally it was pipped by the third-placed MINI, although I'd rate the Volvo over the MINI system for simplicity, if not functionality.

> **"BASED ON THE INTERIOR FINISH AND TECH, I'D EXPECT THE VOLVO TO BE CHEAPER THAN MY OLD MINI"**

Where the Volvo can't touch the MINI is interior build quality. The EC40 looks and feels a bit dated by comparison. The plastics are hard and some of the central console storage bins make little sense to me.

Unsurprisingly, the seats are comfortable and supportive, but lack the MINI's massage option. Volvo's audio system is also good, but noticeably not as strong as the MINI's Harman Kardon set-up (it really is all about the bass). To get a similar set-up in the EC40 from the same maker, I'd have to upgrade to Ultra trim.

Whenever I take custody of a new car, I like to drive it for a while without knowing how much it costs. So, based on interior finish and tech alone, I'd expect the Volvo to be cheaper than the Countryman, but I was surprised to

PROS
- Exterior design
- Infotainment is simple and logical
- Excellent dash and dial displays

CONS
- Rear visibility
- Poor reversing camera
- Interior feels a bit dated

Displays
Trip information in driver display
None
Auto
Manual
Lights
Interior brightness
Interior light intensity
Off
Low
High
Welcome light
More
21° 25°

USABILITY Central touchscreen is quick to respond to inputs, and lets you control everything from the sat-nav to the strength of the interior lighting. Charging cable tucks away neatly in the front cubby

learn that spec for spec, it isn't. The Countryman SE JCW costs £56,200 with all the bells and whistles. The EC40 is £54,305 for just the 78kWh Single Motor Extended Range.

It's probably worth noting a few early gripes at this point, too. The reversing camera isn't great, again suffering in comparison to the MINI's excellent 360-degree system. Unfortunately, it's needed because the rear visibility is awful. However, that's about all I've got to moan about so far.

The Volvo has been fine to drive. It's not especially quick, but motorway journeys have been particularly relaxing. An economy figure of 2.7 miles per kWh may sound disappointing, but I'm finally getting my head around the mid-winter effect on electric cars. The EC40 has been driven with the heating on ever since delivery, and I'm sure the efficiency will improve with the weather. Likewise, the overall suggested range comes in at around 280 miles in the current conditions, and worth noting is that the EC40's winter figure is greater than the MINI Countryman SE's predicted summer figure of 265 miles.

A UK driving holiday in March will give me the ability to explore those figures further.

OY74 UWK
YB24

HEAD TO HEAD New Volvo offers a direct comparison with Darren's outgoing MINI Countryman

Pete Gibson

> **"THE OVERALL SUGGESTED RANGE COMES IN AT ABOUT 280 MILES IN CURRENT WINTRY CONDITIONS"**

MODEL TESTED:

Volvo EC40 Single Motor Extended Range RWD Plus

On fleet since:	December 2024
Price new:	£54,305
Powertrain:	78kWh battery, 1 x e-motor
Power/torque:	252bhp/420Nm
CO_2/BiK:	0g/km/2%
Options:	Metallic paint (£0)
Insurance*:	Group: 36E Quote: £974
Mileage/efficiency:	1,504/2.7mi/kWh
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

AEX VERDICT ★★★½☆

IT'S a positive start with the Volvo EC40, thanks to the clean design plus decent comfort and ride. Intuitive infotainment and clear screen displays are good, but the interior materials look and feel dated. It could gain half a star for range and efficiency improvements as the weather warms.

SECOND REPORT

SKODA SUPERB

‘Simply Clever’ features stand out above electrical niggles

Pete Gibson

Pete.Gibson@autoexpress.co.uk

THE Superb has so far been all of the things I would have expected from a flagship Skoda. It’s spacious, has a great ride and the interior layout is excellent – although there have been a couple of blots on its copybook, which we’ll come to in a moment.

First, the things I love. Skoda’s slogan is ‘Simply Clever’, but it’s not just the major stuff that makes the Superb such a winner. It’s all the little things that you use day-to-day that demonstrate how much thought has gone into designing this car.

Coming out of a long and cold winter, in which I’ve been up before dawn on many frosty mornings to drive to photo shoots, I’ve come to love the Superb’s built-in ice scraper. Stored under the fuel filler cap, it really does do the job well, saving you from having to search the garage for the one that you swear you bought last year.

There’s also an umbrella stored in the driver’s door trim, and I still really value the clever parcel shelf storage area mentioned in my last report. It’s proving to be a great idea that can be used to separate stuff in the boot and stop it from rolling around. As a photographer I carry lots of water and car cleaning materials, and it’s a real bonus to stop these from moving in the boot.

One of my favourite features, though, can be found next to the roof light panel. It’s a USB-C power outlet integrated into the headlining, allowing you to power up a dash cam without trailing cables across the cabin. It’s, well... Simply clever.

Another neat feature is the powered tow bar, which you can retract at the touch of a button inside the boot. I haven’t towed with the Superb yet, but given the car’s power, handling and solid build, I expect it’s great for the job.

I’ve encountered a couple of minor niggles, though, which I’m going to ask the Skoda dealer to have a look at when the car goes for its first service in a few weeks’ time.

The most obvious is a squeaking noise from around the sat nav screen that is noticeable when the radio is turned down low. The other recent issue was that the remote key stopped working. I had to use the physical key to get in the car, but it also set off the alarm for what seemed like an eternity. Unfortunately, it was a Sunday morning, so I felt a little sorry for my neighbours. Luckily, I found a video on YouTube showing me how to replace the fob battery, which I was able to do without damaging it. The key didn’t need reprogramming, so it was an instant fix.

The final and strangest fault is that the driver’s side map reading light turns itself on and off of its own accord, which can be a bit distracting when it happens at night. It has only done so a couple of times so far, but it feels like you’re in a séance as it comes on without prompting.

Hopefully, these little things can be sorted at the service. They’re a little frustrating, but the overall feeling towards the Superb is that it’s certainly as ‘Simply Clever’ as Skoda intended.

MODEL TESTED:

Skoda Superb 2.0 TDI SE

On fleet since:	November 2024
Price new:	£41,420
Powertrain:	2.0-litre 4cyl, turbodiesel, seven-speed auto, 148bhp
CO2/BiK:	133g/km/31%
Options:	Rear window wiper (£120), Head-up display (£530), Winter package (£600), Carmine Red Metallic paint (£660), Electric towbar with adaptor (£1,105)
Insurance*:	Group: 25 Quote: £688
Mileage/mpg:	13,951/47.7mpg
Any problems?	Key, interior light, squeaky screen

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

> **“IT’S THE LITTLE THINGS THAT DEMONSTRATE JUST HOW MUCH THOUGHT HAS GONE INTO THIS CAR”**

SQUEAKY SCREEN An occasional squeaking noise from around the Superb’s touchscreen is one of the things Pete will be getting checked out at the car’s first service

SKODA
KV24 AVD
SUPERB

SIMPLY CLEVER

Pete is a big fan of the Skoda's intelligent touches, including its built-in ice scraper, hidden umbrella, boot space divider and overhead USB-C port, while changing key battery (below left) was pretty straightforward

PROS

Comfort and refinement

Clever features

Economical

VERDICT ★★★★½

WITH its host of clever features, excellent comfort and huge boot, the Skoda Superb continues to shine. I've become a massive fan of the car, and it suits me down to the ground as a work vehicle. Fingers crossed that the recent little glitches are only a minor blip.

CONS

Squeaky sat nav

Faulty key battery

Interior light keeps coming on

FLEETWATCH

HONDA E:NY1

I'VE been racking up the miles in the Honda e:Ny1 and, as a result, I've been spending plenty of time at public chargepoints. It's supposed to charge up to 78kW, but the most juice I've seen it suck in is a rather disappointing 57kW. It wouldn't be such an issue if it didn't need to be topped up so often, but it only has a real-world range of 125 miles in the winter. Any sort of longer trip requires a one-hour stop for every two hours of driving. Not great!

PETE BAIDEN

INEOS GRENADIER

ONE thing the Ineos Grenadier does well is off-roading, and it has 264mm of ground clearance to help that. But it means access is tricky for shorter passengers. Ineos offers side runners as a £958 option, but our car has sturdy £1,119 rock sliders fitted instead. I've added my own accessory to help, with a folding step becoming an addition to the boot. When it's needed, I act as footman to my mother-in-law, ensuring that the step comes with us to our destination.

DEAN GIBSON

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VW Tiguan battles BYD Seal U for PHEV crown
DRIVEN AUDI A5 AVANT ● DRIV

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HOT HATCH HEAD-TO-HEAD
BMW M135 vs AUDI S3
All-weather performance cars do batt
DRIVEN THIS WEEK
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zda sets sights on Tesla with 6e
NEWS
market as it announces new rival for Model 3
STYLING
New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range
INTERIOR
Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash
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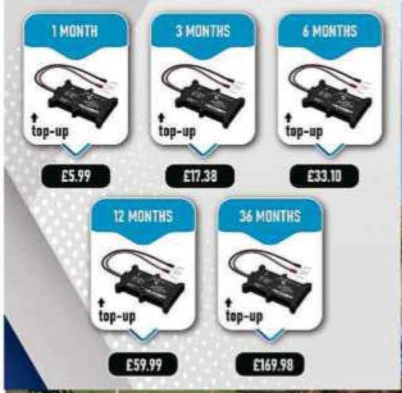

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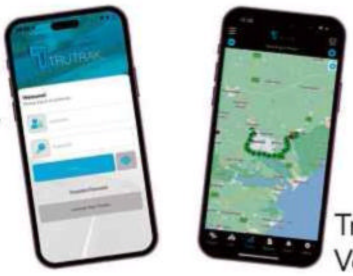

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Auto Express MINI TEST 2022
WHAT CAR? BEST BUY GPS TRACKERS

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58 **NEW PRODUCT CARLUEX PRO+**
Wireless smartphone adaptor

59 **MINI TEST WHEEL BRUSHES**
New DiGloss vs class leaders

60 **PRODUCT TEST DEHUMIDIFIERS**
Damp deterrents rated

PRODUCTS

GET KITTED OUT
Both the Honda City Turbo (right) and NXTGEN buggy (below) require a suitable two channel radio system, servo, battery, charger, and paint. A bundle of these will add around £85 to the cost of the basic kits

Honda CITY TURBO
1/10 SCALE RADIO CONTROL CAR
WR-02C CHASSIS
TAMIYA
HYPER TURBO
turbo
4

HOT KIT

New Tamiya R/C car range

Price: £149-£159 **Contact:** *modelsport.co.uk*

MASTER model manufacturer Tamiya has launched two new 1:10 scale remote-control cars. The first, the Fighter NXTGEN is a new design, while the Honda City Turbo is an update of a classic.

The NXTGEN is a kit inspired by racing buggies popular in the US. Using Tamiya's DT-04 rear-wheel-drive chassis, the off-road racer has independent double-wishbone suspension using CVA oil dampers for extra control. The front arms have 22.5 degrees of caster to help take on rough terrain.

Owners wanting to upgrade the NXTGEN's performance will be able to use gears and suspension parts from Tamiya's earlier DT-02 and DT-03 cars. The kit includes a cartoon-like driver, who doubles up as a battery cover. For racers who prefer to stay on road, the Honda City Turbo model is a cool recreation of a model originally released as "Willy's Wheeler" back in 1983. It has returned on an overhauled variant of Tamiya's WR-02 chassis, with a wide-body Honda City shell and includes a driver figure behind the wheel. The WR-02 chassis features a two-wheel-drive transmission with fully independent suspension.

Prices for the NXTGEN start at £149, while the Honda City is £10 more.

BOOKS

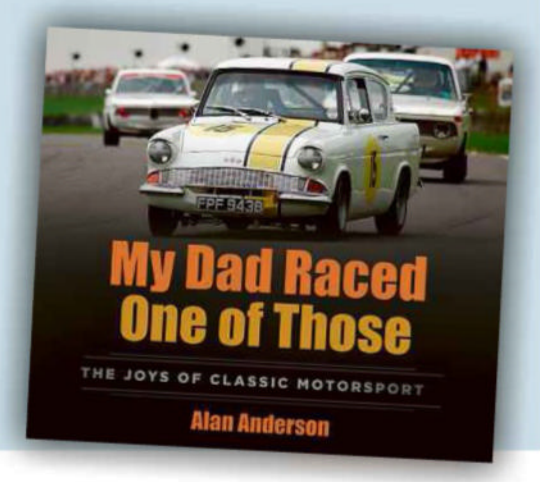
My Dad Raced One Of Those

Alan Anderson (The History Press, thehistorypress.co.uk) **Price:** £14.99
Rating: ★★★★☆

IT'S always a pleasure to read a book about racing that doesn't take itself too seriously, and this one has a lighthearted take on things that's easy to read and entertaining. It starts with a potted history of motorsport in the UK - from grassroots hobbyists to big-ticket touring car championships, before diving into the stories of 50 classic cars that had success in racing.

Anyone who's fond of classic racers will enjoy reading about icons like the Ford Capri or the Hillman Imp; it's also pleasing to be reminded of less famous options such as the Moskvich 412. Each entry gets a little of where the cars competed, how successful they were (or weren't) and some brief facts.

As a nice addition, there are hints about where you can see these cars for yourself – either at classic racing events, or shows across the UK. With an accessible price tag, easy reading and great photos, this is an ideal one for younger readers just getting into classic racing cars, and who may well form the next generation of those engaging in rallying, hillclimb or sprint events.



NEW PRODUCT

Bilt-Hamber Re-View glass polish

Price: £16.95 **Contact:** *bilthamber.com*

IF you are confused about how to get your glass clean, Bilt-Hamber wants to make things as clear as possible with its latest product. While the company's Trace-Less is currently our favourite glass cleaner, it does have some drawbacks - mainly an overpowering smell. It also isn't the best at removing marks left by hard water.

The company's new glass polish – called Re-View – is a more hardcore cleaner which is designed to strip back the exterior glass surface to its naked form using both chemical and abrasive ingredients.

This allows it to remove all coatings such as waxes and repellent treatments. While these coatings are great when freshly applied, they can create distracting smeary films once faded, especially on areas which are swept by windscreen wipers. In addition, rain and hard tap water left to dry on glass will leave limescale residue which may not be removed during a normal wash routine.

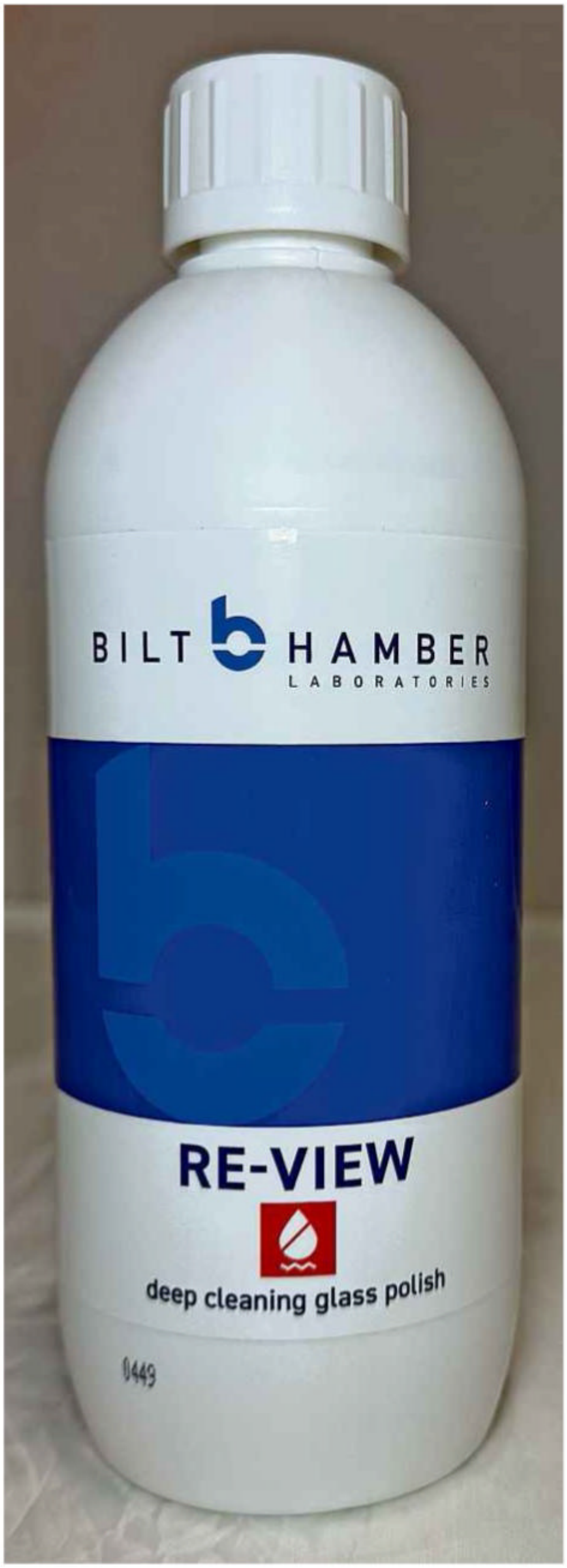
Bilt-Hamber says its new Re-View is designed to achieve quick results, even when hand polishing – although it can also be used with a machine if covering larger areas.

A pea sized amount will be enough to cover a 30cm square of glass, meaning a little liquid goes a long way. Once applied, the residue can be washed away with water or buffed with a cloth. The clean surface is then a better basis for new hydrophobic treatments, or it can be left in its natural, untreated form to give extra clarity.

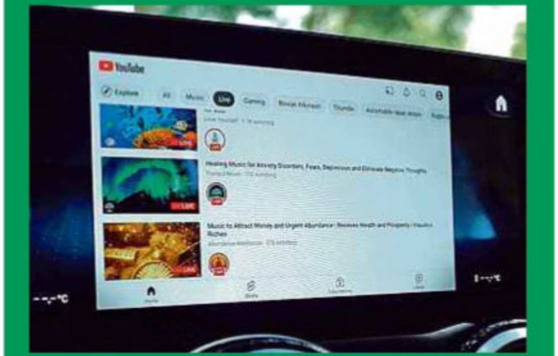
Re-View is available from Bilt-Hamber's website and other retailers, priced at £16.95 for 500ml.

QUALITY ASSURED

Bilt-Hamber Re-View is one of the more expensive glass polishes on the market, but it's a professional quality product from a company with a record of great results.



NEW PRODUCT



Carluex PRO+ adapter

Price: £202
Contact: *carluex.store*

SICK of having to plug your phone in every time you get into your car to access your smartphone features? A wireless adaptor could be the answer. There are devices that will do the job for less, but Carluex says its PRO+ is "the ultimate wireless Apple CarPlay and Android Auto adapter".

It doesn't just transmit to and from your phone, but also has a processor in the device, allowing it to run apps like Netflix and Spotify without needing CarPlay or Android Auto.

The PRO+ is powered by a Qualcomm Snapdragon 8-core chip, as used in high-end smartphones. Cheaper competitors have 2-core or 4-core chips, meaning the Carluex will deliver faster and smoother operation, ensuring lag-free graphics. It also offers faster start up and more reliable connections.

Access to the latest Android 13 operating system ensures compatibility with a range of apps and devices. Unlike rivals, the PRO+ will also allow you to use a SIM, meaning you can use apps and make calls without a smartphone. In addition, there is 64GB of internal storage for content such as films and podcasts, expandable up to an additional 128GB with a MicroSD card.

TESTED Alloy wheel cleaning brushes

SPARKLE YOUR SPOKES : DiGloss's new Kamitore Wheel Sponge takes on the best of its rivals, but the traditional Halfords brush still comes out on top

MINI TEST

Tom Barnard

CLEANING your wheels is arguably the most tedious part of any car clean. They are low down, so you'll need to bend or kneel to get to them, and then the alloys or covers often have intricate spokes and inaccessible surfaces. They also tend to be the dirtiest part of any car, getting covered in brake dust and road grime which gets baked on.

The wash mitt or sponge you use for the bodywork isn't ideal as it's too big and you don't want to expose it to dirt or cleaning chemicals which can be transferred to your precious paint.

This is why professional valeters use a dedicated brush to make removing tough dirt easier. Our favourite is Halfords' Large Alloy Wheel Brush, which does a good job at a great price. The new DiGloss Kamitore is a super-soft alternative for anyone with a delicate finish to their rims.

DiGloss Kamitore Wheel Sponge

Price: £9.99 **Rating:** ★★★★☆
Contact: *soft99store.co.uk*

THE unusual dimpled microfibre head of the DiGloss looks like the upholstery you'd find on public transport, but feels soft enough to wear. We thought this might mean it doesn't have any cleaning power, but the foam core absorbed more soapy water than either of the rivals here. It removed dirt with no issues, and rinsed easily too.

There are downsides though. While the angled head makes it easy enough to scrub at the wheels, the handle is small and becomes slippery when wet. The compact size of the brush means it can be tricky to reach the back of deeper alloys.

Simoniz Microfibre Wheel Brush

Price: £6.69 **Rating:** ★★★⯪☆
Contact: *toolstation.com*

SIMONIZ
Microfibre Wheel Brush
Wash

LIKE the DiGloss, Simoniz's brush uses microfibre rather than Halfords' traditional bristles, although it feels more like a conventional cloth has been stretched over a foam pad. It isn't anywhere near as soft, and doesn't feel as hard-wearing as its Japanese rival. It's bigger than the Kamitore brush though, which makes it much easier to access the inner parts of bigger alloys that the DiGloss sponge isn't long enough to reach.

Halfords Large Alloy Wheel Brush

Price: £6.49 **Rating:** ★★★★★
Contact: *halfords.com*

AS the name suggests, there are two choices of brush from Halfords. We prefer this larger version, which costs an extra £1.50 but has twice the bristled area, making it easier to reach the inside of your alloys, especially when used on larger rims.

Unlike the rivals here, the Halfords offering has traditional bristles so isn't as gentle, but it cleans well, and the rubbery, ergonomic handle is easier to hold when it's covered in soapy water.

DEHUMIDIFIER POUCHES

Which offers the best mix of low price and ability to absorb moisture?

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

IT seems impossible to escape the damp during the winter months. Even if your car is completely watertight, you'll inevitably enter it with wet coats and boots, drenching the carpet and fabrics.

Older cars with worn door seals and blocked drain holes may have more serious soakings when it rains. Left unchecked, this dampness can cause a serious outbreak of mildew, and even on a car that's used regularly the moisture in the air forces you to spend an extra few minutes demisting the windows before every journey.

To fight the fog, we tried seven dehumidifiers that can be left in your car. These work in exactly the same way as the little sachets you find in boxes containing delicate electronics, using gels and crystals to absorb any moisture from the air.

We tried disposable types and reusable pouches that can be taken out of the car and dried out.

So, which will we name as our champ of the damp?

How we tested

THESE products are never going to be as effective as a powered dehumidifier or even keeping your windows open on a warm day, but we expect them to make a noticeable difference in a car that has to be left closed.

To check how much airborne moisture they could absorb, we weighed the products before placing them inside a vegetable steamer for 30 minutes. After their steamy session they were weighed again to see how much water vapour had been soaked up.

We also liked indicators that clearly show the saturation levels, so you know when to replace or recharge. Value was also taken into account.

> "DAMPNESS CAN CAUSE A SERIOUS OUTBREAK OF MILDEW, AND FORCES YOU TO SPEND EXTRA TIME DEMISTING BEFORE A TRIP"

Simply
RECHARGE when BLUE turns to PINK

Simply Reusable Dehumidifier 350g

Price: £7.99 **Absorbed:** 24g **Rating:** ★★★★★ **Reusable?** Yes **Contact:** *halfords.com*

THE Simply won because it does everything well. The paperback-sized bag holds a hefty 350g of silica grains, which absorbed a reasonable 24g of moisture, but still had more capacity. It's easy to tell when it is saturated, because there's an indicator spot that turns from blue to pink. Microwaving for six minutes or a night in an airing cupboard will regenerate it, ready for use the next day.

AUTO EXPRESS BEST BUY 2025

Gadlane Reusable Car Dehumidifiers

Price: £14.79 (two pack) **Absorbed:** 26g
Reusable? Yes **Rating:** ★★★★⯪
Contact: *diy.com*

AUTO EXPRESS RECOMMENDED 2025

THE Gadlanes come in a pack of two, which seems good value and means you can have one on either side of your windscreen to keep it clear. A single pouch did a good job of soaking up moisture in our steamer test and it regenerated effectively in the microwave after a six-minute blast.

The only reason they don't take the top spot is because they lack a visible indicator to tell you when they are saturated.

GADLANE
Reusable after drying in the microwave

Asda single dehumidifier

Price: £1.25 **Absorbed:** 18g **Reusable?** No
Rating: ★★★★☆ **Contact:** *asda.com*

AUTO EXPRESS RECOMMENDED 2025

IF you just need a simple dehumidifier to help dry out a car because a window has been left open in the rain or you've had a valet, then the Asda disposable did a good job for very little money. It soaked up 18g in our test and costs only £1.25.

The crystals turn to solid, clear jelly when saturated and the dehumidifier should last around a month in normal circumstances.

ASDA
Dehumidifier
180g

Air Scents Hanging Dehumidifier

Price: £1.50 (two pack) **Absorbed:** 18g
Reusable? No **Rating:** ★★★⯪☆
Contact: *bmstores.co.uk*

UNLIKE the other disposable products in the test, the Air Scents are designed to be hung up rather than placed on a flat surface. This means they could be dangled from a grab handle or luggage hook in the boot and have the added advantage of providing a laundry-like aroma.

They soaked 18g when hung above our steamer and cost just £1.50 for two.

air scents
2 Pack
Hanging Dehumidifier
Absorbs Moisture & Humidity

Asda Re-usable car dehumidifier

Price: £8 **Absorbed:** 25g **Reusable?** Yes
Rating: ★★★☆☆ **Contact:** *asda.com*

THIS neat-looking pouch absorbed a reasonable 25g and can be regenerated in a microwave. Better still, a red fabric tag makes it easier to handle when hot.

A transparent triangle lets you see the colour of the beads – when they are green the pouch is dry; orange says they need a recharge. However, they stayed orange even when dried in our test.

Eco Ventis Car Dehumidifier

Price: £8 **Absorbed:** 25g **Reusable?** Yes
Rating: ★★★☆☆ **Contact:** *tesco.com*

ONE side of the Eco Ventis is a smart grey fabric while the other has a mesh panel showing the absorbent beads that change colour when they are saturated. It absorbed a decent 25g, too.

However, the Eco Ventis doesn't seem designed to last the suggested microwave regeneration, because the heat melts the stitching. It's definitely better to leave it to dry gently in the air.

Eco Ventis
6 min
600 W

Fabulosa Dehumidifier

Price: £1.49 **Absorbed:** 15g **Reusable?** Yes
Rating: ★★⯪☆☆
Contact: *bmstores.co.uk*

THE Fabulosa is available in a series of flavours. We chose the Wild Rhubarb, but failed to notice any aroma unless inhaling really close to the lid.

The steamer results were a surprise too. Despite being bigger than the similar looking Asda disposable (above), the Fabulosa absorbed 3g less water.

Fabulosa
Interior Dehumidifier

Verdict

THE Simply Reusable Dehumidifier wins on points with a good all-round performance. Gadlane's twin pack would be a winner, but lacks an indicator to tell you when it's saturated. Third is the Asda single dehumidifier, which is a cheap and effective way of helping to dry the damp.

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1104 BP	£2800
S99 BRC	£290
D14 BRD	£990
A11 BRU	£1300
F16 BRU	£490
70 BS	£15486
BS 7056	£2400
J4 BSJ	£590
4438 BT	£2420
K6 BTE	£290
AM11 BUN	£390
BUR 15	£8900
Y25 BUS	£590
LB51 BUS	£199
G1 BWM	£1300
RO51 CAB	£190
S27 CAC	£390
HU15 CAN	£199
HU18 CAN	£199
S26 CAO	£199
N930 CAR	£590
X006 CAS	£590
OX06 CAT	£290
R50 CAT	£1100
OO10 CAY	£190
G5 CBE	£190
M21 CBE	£290
R200 CBL	£199
Y60 CBP	£290
V600 CBR	£590
C9 CDA	£590
CB58 CDB	£290
M31 CDG	£199
L30 CEJ	£199
P26 CES	£390
H8 CET	£590
CFP 848	£790
N6 CGD	£290
M28 CHA	£790
J500 CHA	£490
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K5 CHD	£590
S400 CHL	£390
S600 CHL	£390

J999 CHL	£390
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CIL 9598	£690
L5 CJN	£290
VW70 CJW	£190
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V4 CKB	£290
M16 CKJ	£790
J555 CKM	£190
K23 CLM	£540
X50 CMA	£290
S26 CMC	£490
CT58 CMT	£190
LT10 COB	£399
0069 COL	£590
P333 COP	£199
R888 COS	£390
MO57 COW	£590
MW11 COX	£1500
P5 CPL	£590
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Y80 CRM	£390
699 CRW	£1580
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P33 CSM	£390
BE57 CSN	£199
L21 CSS	£150
B1 CSX	£790
GE05 CUP	£390
S22 CXB	£199
Y80 DAB	£490
X31 DAD	£590
MA64 DAL	£150
RO60 DAN	£490
R14 DAY	£590
W27 DAY	£390
F2 DBM	£390
J300 DBP	£199
J77 DCD	£199
DCE 773	£1500
L400 DCW	£199
Y1 DDF	£790
MY04 DEB	£1100
AX02 DEL	£199

K321 DEL	£710
DS51 DES	£490
W2 DET	£390
DM04 DEV	£199
F1 DFB	£990
J8 DFB	£390
R18 DFH	£199
S7 DFJ	£290
DFK 611	£1300
T1 DFM	£1100
T2 DGA	£390
A3 DGA	£190
V12 DGJ	£199
B2 DGT	£590
P8 DGW	£390
Y4 DHG	£190
G5 DHH	£190
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R111 DPH	£190
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G19 DRU	£490
T60 DRU	£390
M14 DSB	£190
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T666 DSW	£199
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L123 DTR	£199
NE11 DUD	£390
C4 DUG	£1500
CH51 DUG	£390
R4 DUS	£190
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D10 DWG	£490
S77 DWH	£199
F7 DWL	£590
P1 DWP	£1400
L21 DXN	£590

T311 EAN	£590
L9 EAP	£490
T15 EAR	£490
T25 EAR	£490
L7 EAS	£990
T4 EAW	£490
OL11 EBP	£390
T88 ECO	£700
T888 ECO	£420
SN70 EEE	£190
D88 EER	£190
B8 EFO	£190
A4 EGD	£190
N6 EGH	£390
G12 EGT	£890
L12 EHL	£199
H1 EHM	£990
M13 EHN	£199
EIB 69	£2000
G1 EJB	£1500
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M50 FEY	£490
N1 FFL	£390
H10 FGR	£199
FIL 15	£3530
H1 FJE	£1100
C20 FJS	£190
Y321 FLO	£290
M2 FMA	£190
M18 FME	£199
X29 FMW	£190
CS02 FOG	£150
AL51 FOW	£190
GH15 FOX	£390
K90 FPG	£199
N1 FPH	£590
T22 FRA	£190
L22 FRL	£140
X1 FTB	£390
X5 FUD	£390
J17 FYW	£199
K6 GAA	£190
P26 GAC	£190
T3 GAE	£290

M600 GAH	£190
R13 GAS	£490
DY02 GAZ	£190
B9 GBF	£390
C6 GCG	£390
GCM 722	£1300
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V16 GEF	£290
N600 GEF	£290
T1 GEG	£490
Y6 GEH	£690
HU02 GEM	£290
AR51 GEM	£490
W700 GEO	£290
X1 GEP	£1400
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J3 GFD	£190
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H11 GFU	£199
L1 GGJ	£890
M333 GHB	£199
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L121 GJC	£199
C11 GJH	£590
A9 GJO	£190
BS03 GJS	£199
BS04 GJS	£199
S60 GJS	£190
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J11 GMA	£290
H7 GNL	£190
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S888 GUS	£190
P90 GUY	£690
M1 GVC	£390
P1 GWC	£1300
A7 GWN	£190
H19 GYS	£590
X17 HAB	£490
R2 HAC	£490
N4 HAF	£940
S29 HAT	£490
L1 HCC	£590
A10 HCF	£199
B3 HCS	£490
S21 HDB	£199
K2 HDG	£190
EM21 HEP	£290
HS03 HES	£199
X66 HES	£390
M55 HGG	£290
H3 HGL	£190
HH 7201	£2700
A6 HHA	£390
W2 HHF	£190
M13 HKE	£290
H2 HKL	£290
H3 HKY	£390
38 HLW	£3400
MC06 HMC	£199
A1 HMK	£790
T31 HMM	£199
P3 HOB	£890
BY51 HOP	£290
W2 HOR	£290
SB11 HOW	£390
T9 HPC	£590
T33 HRH	£190
T90 HRH	£490
64 HRT	£2900
H10 HSM	£190
487 HTA	£990
T18 HUX	£199
627 HWR	£790
666 HXO	£1300
IIL 145	£490
JA 282	£7500
G8 JAB	£2420
TB02 JAG	£590
R8 JAG	£2800
W33 JAG	£1300
PS03 JAN	£590
H18 JAN	£1380
B413 JAN	£690
B813 JAN	£1300

P800 JAS	£790
JAZ 7690	£590
13 JB	£38600
JB 5127	£4705
H1 JBM	£1700
54 JBP	£3500
V90 JCC	£490
T22 JCD	£390
R5 JCE	£490
TT04 JCH	£190
F9 JCJ	£590
S14 JCR	£490
SW61 JCW	£199
J22 JDA	£150
G1 JDD	£1400
J222 JDL	£190
N888 JDS	£390
M9 JEA	£490
WB07 JEB	£199
K33 JEB	£490
W27 JED	£290
AA06 JEF	£390
K9 JEK	£590
SU51 JEM	£490
MY04 JEN	£550
W10 JER	£290
JA51 JER	£190
S21 JFC	£190
JFN 790	£1900
S40 JFP	£290
K13 JGL	£199
JGR 698	£1400
S88 JHG	£290
M2 JHK	£390
JIL 909	£690
J50 JJP	£290
J55 JJP	£290
J19 JJT	£290
W60 JJW	£590
K777 JKB	£199
L9 JKG	£190
B14 JKM	£390
K300 JKW	£199
AB55 JLB	£150
P666 JLP	£290
M70 JME	£690
M700 JME	£390
L50 JMH	£690
T10 JMK	£390
Y27 JMS	£790
R55 JMT	£490
M28 JMU	£199
L3 JMW	£1100
P10 JNE	£290
N500 JNS	£190
Y60 JOA	£199
C2 JOL	£790
UK02 JON	£590
CR12 JON	£590
AV15 JON	£690
ST53 JON	£590

LA58 JON	£290
J777 JOR	£490
MX54 JPS	£199
456 JR	£18000
X19 JRB	£790
JRZ 2332	£199
JUI 4421	£290
JUR 1	£22124
KEN 761	£2800
KN 33	£18000
LEN 786	£5100
LFO 532	£990
47 LG	£24889
9267 ME	£1800
MHR 716	£2420
1 MHV	£11363
MHW 395	£1800
MJZ 3335	£190
1500 MO	£4300
MOI 9975	£690
MT 1066	£4705
761 MTA	£1400
NIL 494	£490
NIL 626	£590
NJI 118	£550
NVJ 461	£1280
OCZ 277	£190
OXZ 1067	£190
PAW 635	£4800
PAZ 7428	£190
PDD 382	£1100
333 PE	£8522
2880 PE	£2300
PIB 4455	£290
PJV 42	£2300
6457 PO	£1500
PR 6092	£4000
PW 653	£9700
8045 RF	£1600
574 RHY	£1400
RRN 712	£1300
SRZ 3056	£199
SUE 521	£5880
SUI 2867	£190
123 TC	£16592
TCE 4	£7645
TEZ 5172	£290
6165 TF	£1100
TJI 4854	£190
TNZ 3053	£290
TXI 667	£490
VDR 194	£990
WDZ 440	£390
WDZ 880	£390
WLA 965	£1900
WSL 678	£1400
4956 XJ	£1600
YAS 339	£2000
YEZ 5542	£199
YSL 769	£1100
YWF 523	£990

66 DRIVER POWER
MINI HATCH MK3
Owners love trendy Brit

68 BUYER'S GUIDE
MG 5 EV
Here's what to look out for

70 TOP 10 FAST FAMILY CARS
Good fun and practical

BUYING CARS

TOP SELLERS' RUNNING COST SECRETS

PHIL McNAMARA

Auto Express' Editor-at-large casts an expert eye over running costs for the UK's top 10 best-selling cars of 2024

LAST year's top-10 list of best-selling cars was topped by the Ford Puma, Kia Sportage and Nissan Qashqai in first, second and third respectively, while Tesla's Model Y was the nation's favourite EV, so it's a fair bet that some readers are looking at one wearing March's new 25 plate.

Before you buy, which of the top 10 is cheapest to run? Thanks to the total cost of ownership (TCO) database from expert Cap HPI, we can reveal all. This calculates the pence-per-mile of each car, and includes fuel, depreciation, servicing/maintenance and vehicle excise duty.

Bottom of the pack is the Model Y. The long-range RWD is the most affordable variant in the line-up, setting owners back 88.7 pence per mile – almost 37p per mile more expensive than our cheapest contender. The Model Y has more depreciation to amortise given it's the top 10's most expensive car by £9k, and Cap HPI claims it wears out its tyres quicker than rival combustion-engined crossovers. But it's an EV, so is the cheapest to fuel.

> **"THE VOLKSWAGEN POLO IS TOP FOR RUNNING COSTS. NO WONDER HATCHBACKS ARE AMONG BRITAIN'S BEST-LOVED CARS"**

Ninth is the Volvo XC40 B3 Core: it loses 54 per cent of its value, and 42.8mpg makes it the thirstiest car (a £4,437 bill over three years/30,000 miles). Next up is Hyundai's Tucson Advance plug-in hybrid, aided by a 70-mile EV range if charged, while the Nissan Qashqai is seventh, at 71.1p a mile.

The Volkswagen Golf 1.5-litre Match comes in sixth, benefiting from the lowest servicing/maintenance cost (£841.21 over three years), just behind the Kia Sportage 2, which costs 64.9p per mile. Ranked fourth is Nissan's Juke, which shares the highest VED fee with the Volvo and Kia.

Ford's Puma comes third at 60p a mile. Interestingly, the all-new electric variant is the cheapest Puma to run, thanks to low home charging costs, good-value servicing, and the lowest VED (£380, the same as the Tesla and the plug-in hybrids). But Cap HPI reckons it will shed more value over three years than the Tesla (52 vs 48 per cent).

In second is MG's HS SE plug-in hybrid, at 53.7ppm. It retains its value well (shedding only 44 per cent) and with its 75-mile pure electric range, has strong efficiency. However, Cap HPI projects maintenance to cost £1,642 over three years.

So the car in 10th on 2024 registrations – the VW Polo – is top for running costs, on 51.8ppm. The 1.0 Life is the cheapest car here at £21,210, has the lowest depreciation (£10,365), is fuel efficient and servicing costs little more than the Golf. No wonder humble hatchbacks remain among Britain's best-loved cars.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

Richard Dredge

WITH an all-new Mk4 MINI now on sale, it's impressive to see the outgoing car, which is available in both petrol and electric guises, scoring so highly in our survey.

You'd expect a MINI to be fun to drive, and this car delivers with first places for both road handling and driving pleasure. Acceleration and engine noise come third, although the firm ride (rated 17th) means the MINI is ranked only second overall for ride and handling.

The MINI also takes second place in the infotainment category, with excellent scores for its controls and touchscreen, but losing ground for its audio system, which musters a (still good) 15th. When it comes to the climate control, user-friendly switchgear and the balance between touchscreen and physical controls though, the MINI earns podium places all round.

Running costs are a mixed bag, with fifth for economy and eighth for insurance, but servicing costs ranked 44th. Also, while it is first for overall quality, reliability scores a 33rd place.

"MINIs are built very well. They feel really solid all round, but I wish the boot would shut more smoothly."

"My MINI isn't fitted with Android Auto, although it is fitted with Apple CarPlay, which is an odd decision."

POSITION 5th MINI Hatch

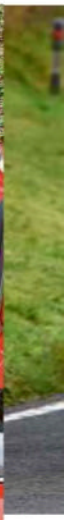
USED PRICES FROM: £3,500 **YEARS:** 2014-2024 **CO$_2$:** 105-127g/km **FUEL ECONOMY:** 52-62mpg (Cooper) **BEST**

RIDE AND HANDLING

YOU SAID "The roads in my neighbourhood are full of potholes that cannot be avoided, but my MINI just glides over them. The steering is also light and responsive, so it's just the thing for urban driving; it makes parking easy."

INTERIOR AND COMFORT

YOU SAID "The leather seat covers are excellent quality, very premium-looking, while being very easily wiped clean. Isofix mountings in the rear make fitting child seats and boosters easy, keeping kids very safe."



"The sports seats have limited adjustment, but they hold the driver well and are comfy even on a long drive."

MPG AND RUNNING COSTS

YOU SAID "The three-year service contract is good value. Running costs are very good, with home charging giving 150 miles for about £6."

Mk3

OPTIONS: Comfort Pack, heated windscreen, glass roof

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it helps manufacturers shape the new generation of cars.

WHAT YOU LIKE?	WHAT YOU DON'T LIKE?
"The optional Harmon Kardon hi-fi upgrade is very easy to use and sounds absolutely superb."	"The standard-fit audio is very poor. I had to install an aftermarket system to get a decent sound."
"The brakes are great. There is no shortage of stopping power, and they're also very smooth."	"The EV's range needs to be better in future cars. I won't be having another MINI EV unless this is addressed."
"I don't like cars with small windows because they feel claustrophobic. But I don't get that feeling in my MINI."	"The car is really a 2+2. You can fit an adult in the back, but it's a struggle because legroom is very limited."
"Excellent-quality materials throughout the cabin, but the piano-black inserts get scratched easily."	"Servicing at main dealers is far too expensive. They want over £300 for an oil change, which is just silly."

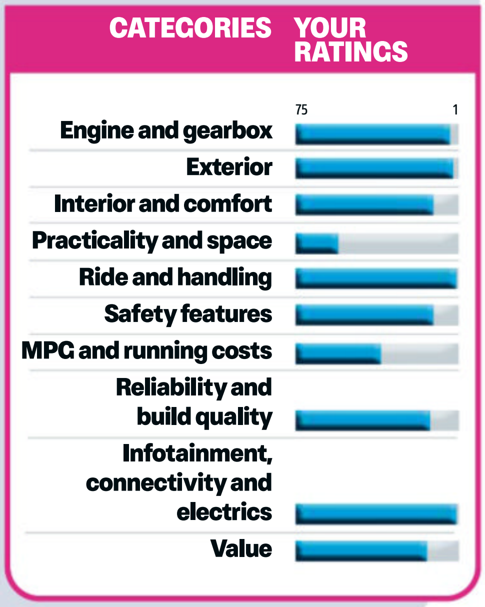
PRACTICALITY AND SPACE

YOU SAID "Given the size of the car the rear legroom is comfortable for adults, but you wouldn't want to sit in the back for any great length of time. For such a small car, the amount of boot space in the MINI is also really quite generous."

89.98%

OVERALL SCORE

Bars show where mobel finisheb out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

USED BUYER’

FROM £10,000 This electric estate proved a big hit with fleets, meaning used bargains abound...

Richard Dredge

FEW car brands have seen a transformation as big as that of MG. A marque that arrived just over a century ago (it was launched in 1924), MG used to stand for sportiness, but under Chinese ownership, the company has gone down the value route and the result has been an explosion in sales. Buyers love the brand’s affordable pricing and generous standard equipment.

However, it’s not all good news, with quite a lot of areas that owners aren’t so impressed with. That’s not to say that the MG5 is a poor buy though – more so a car that isn’t for everyone. The question is: is it right for you?

HISTORY

THE MG5 went on sale in October 2020 as the UK’s only electric estate. Priced at £27,495 (less the £3,000 Plug-In Car Grant), a 52.2kWh battery powered a 154bhp electric motor that drove the front wheels. The range was pegged at 214 miles, or up to 276 miles around town. A £28,995 long-range model joined the line-up in August 2021, with a 61.1kWh battery that could give up to 250 miles, or 334 miles around town. Fleets loved them, and almost half of the MG5s sold went to company customers, with many now entering the used market.

A heavily facelifted MG5 arrived at the end of 2022 with a redesigned front and rear, improved LED headlights, new wheels and fresh colours. Only the bigger battery was offered on the facelifted model.

WHICH SHOULD I BUY?

MOST of the MG5s for sale are long-range examples, and because you needn’t pay a significant premium to buy one of these, that’s what we’d go for. We’d also aim for a facelift if possible, because these have a lot of worthwhile improvements, not least of all a much more user-friendly infotainment system.

Just two trims were offered at launch – Excite and Exclusive – but the 2022 facelift changed them to SE and Trophy. Entry-level cars came with an eight-inch touchscreen, Android Auto and Apple CarPlay, a rear camera, cruise control, speed limiter and air-conditioning. Top specification models added keyless go, navigation, simulated leather trim, heated front seats, climate control plus automatic wipers.

RUNNING COSTS

ALL MG5s need to be serviced every 12 months or 15,000 miles. Services generally alternate between minor and major at £96 and £190. The former is just a check-up, but the latter involves fresh brake fluid, key fob batteries and a pollen filter. Service five costs £240, because that’s when new coolant is required.

Insurance costs are likely to be quite high relative to the car’s value, with the MG5 sitting in insurance groups 27-32. From 1 April, you’ll have to pay £195 per year for road tax, but with all MG5s priced at less than £40,000 there will be no Expensive Car Supplement to pay, not that this is levied retrospectively anyway.

PRICES

USED MG5s are usually priced from around £10,000, although there will be the odd really high-mileage example closer to £8,500. For £10k you can buy an 80,000-mile Exclusive from 2021 – this is the most popular trim. Spend £12,000, and a 30,000-mile Exclusive from 2021 can be yours.

Both of those are 52kWh cars, but for £12,500 you can bag a 72-plate Excite long-range with 30,000 miles. Buy a pre-registered car nearly new and you can save £10,000-£12,000 on list price. That means a purchase price of around £23,000, but while you get a lot of car for your money, significant depreciation will still be something to bear in mind.

ON THE ROAD

THE MG5 is quick, refined and handles well. Despite there being little here for enthusiastic drivers, it’s a decent family cruiser. It’s a car that puts the emphasis on ease of driving, with three settings for the regenerative braking, including one that allows almost one-pedal driving.

The steering lacks feel and the soft suspension means there’s some roll in corners, but grip levels are high, so the MG feels stable and reassuring.

ON THE ROAD
The MG5’s dowdy looks conceal a chassis that’s surprisingly competent, while the electric car’s performance is also pretty decent

☑ CHECKLIST

PEACE OF MIND

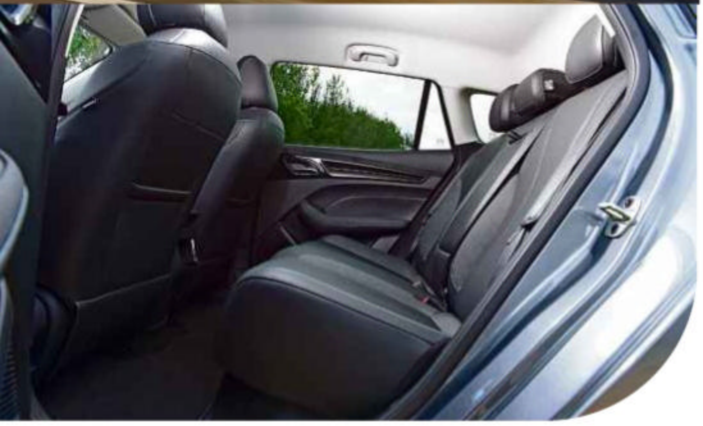
ALL MG5s came with a seven-year warranty with an 80,000-mile cap. If problems do arise, the quality of dealer service can be inconsistent.

GOING LIMP

SOME owners have had problems with their cars going into limp mode. A software update usually fixes things, or sometimes a replacement 12-volt battery.

S GUIDE MG 5

FIND YOUR USED MG 5
If you like what you've read here, scan the code to browse our stock of used models



RECALLS

SINCE 2013, MG Motor has issued seven recalls across its model ranges, which is a decent record. Two were for the MG6, there was one each for the MG3, MG4 and HS, while the MG5 has been the subject of a pair of them.

The first was issued in May 2021, because 2,531 MG5s made between July 2020 and February 2021 were recorded as having roof rails that were non-load bearing, when they could actually carry up to 75kg.

The second campaign came in November 2021 and affected 5,803 MGs built between June 2020 and August 2021. It related to faulty software that in a handful of cases led to the brake lights not illuminating fully under heavy braking.

ALTERNATIVES

AS MG has found to its cost with the introduction of the MG4 – which has stolen most of the MG5's sales – demand for electric estates is low, so there aren't many to choose from. There are really only two: the Peugeot E-308 SW and the Vauxhall Astra Sports Tourer Electric.

Under the skin these two are essentially the same, and they share many of the same characteristics, including a classy cabin, a decent driving experience and more practicality than the MG can offer. In short, they are both significantly better all-rounders than the MG5, but that's reflected in the price that you'll pay for either of them.

DRIVER POWER

THE MG5 appeared in our new car survey in 2023, when it came 66th out of 75. The car scored poorly for its quality and design, along with versatility, handling, safety and infotainment. But owners love the low running costs, value for money, the ride quality and refinement.

ONLINE VALUATION TOOL
To check prices on a specific model head over to our valuation tool.

ON THE PULL

THE original MG5 couldn't tow, but a bike rack could be fitted to the roof of the Exclusive, with a 75kg limit. Facelifted cars can tow up to 500kg, braked or unbraked.

ELECTRONIC GREMLINS

THE most common issue that owners seem to face is with the infotainment system and dashboard displays, especially with pre-facelift cars. Sometimes, all that's needed to fix things is a software update.

INTERIOR

THERE isn't the feeling of quality here that you take for granted in other family cars. Many materials look and feel cheap, although facelifted models are better. These have a more modern dashboard and posher materials.

Where the MG5 excels is with cabin space, because there's plenty of head and legroom for those in the front, as well as in the back. Seat comfort is pretty good too; top-spec MG5s have electric adjustment and lumbar control for the driver's seat.

Boot space is another major plus point. With the rear seats up there's 464 litres of space (578 litres to the roof). Drop the 60:40 folding seat back and the load capacity increases to a respectable 1,456 litres.

AEX VERDICT ★★★½☆

WHILE everyone else has been focusing on electric SUVs, MG snuck in with its electric estate and cornered the market. No, the sector isn't all that big, but when you have it pretty much to yourself, it doesn't matter.

The thing is, while the MG5 offers undeniably great value, especially as a used buy, the ownership experience can be problematic. Sure there's a long warranty, but reliability and dealer service can be patchy. But there are also lots of owners who've had a trouble-free experience, so before buying an MG5 be sure to undertake a comprehensive inspection and test drive.

Hyundai Ioniq 5 N Prices from £65,000

1

DETHRONING the BMW M3 Touring from its place at the top – and sticking two fingers up to the idea that EVs can't be entertaining – is the Hyundai Ioniq 5 N, an electric performance car that's about more than straight line-speed (not that it doesn't have plenty). Its dual-motor layout makes 641bhp, which was supercar territory not long ago, while 0-62mph takes 3.4 seconds. Its 161mph top speed is rapid, too.

But it's the way the 5 N goes fast that makes it endearing, from a chassis that's agile, adjustable to inputs and delivers feedback, to electronic toys that enhance the experience. These include virtual gearshifts that make it feel like there's a real engine and 'box, to a 'clutch kick' drift mode. The 5 N is one of the best modern drivers' cars around and a fine family car, too.

PROS	CONS
Stunning chassis	Hard braking betrays its weight
Phenomenal speed	Driving position
Genuine character	Short range

BUY THROUGH AUTO EXPRESS!
Scan the code to check out the best Ioniq 5 N deals

TOP 10 FAST FAMILY C

FROM £34,200 Having a family shouldn't limit you to a mundane SUV or people carrier. Here are 10

Porsche Macan GTS Prices from £75,000

3

PORSCHE offers an all-electric Macan, but for pure fun in an SUV, the GTS is top of the pile. With a 4.5-second 0-62mph time it trails the Macan 4S Electric and Turbo Electric for speed, but its 434bhp turbocharged 2.9-litre V6 pulls hard, sounds great and gives the sort of character that Porsche has yet to integrate into its EVs.

The seven-speed PDK gearbox is capable of rapid shifts, and makes the Macan feel more like a hot hatch than a typical SUV. Four-wheel drive maintains performance when weather conditions aren't ideal, while adaptive dampers balance ride quality and control. As with other Porsche models, the Sport Chrono package adds launch control, which makes the most of the car's explosive performance off the line.

PROS	CONS
Great to drive	Thirsty petrol engine
High-quality cabin	Ride on the firm side
Porsche badge	Expensive options

BUY THROUGH AUTO EXPRESS!
Scan the code for our best used Porsche Macans

BMW M3 Touring Prices from £89,500

2

SINCE 1985, the BMW M3 has cemented itself as a performance icon with stunning pace and minimal practicality compromises over a standard 3 Series. It's a surprise that BMW took so long to produce an estate version, but the G81-generation M3 Touring was worth the wait.

The turbocharged 3.0-litre straight-six delivers thunderous performance, but it's slightly lacking in terms of the sound it generates. It is, though, an estate car with a cavernous 500-litre boot and some of the best in-car tech available.

Thanks to its 503bhp output and standard four-wheel-drive, the M3 Touring hurls itself from 0-62mph in 3.6 seconds, but it's the hugely capable chassis that defines the car – it bleeds with sports car DNA, and the crisp dynamics give no hint of the Touring's sensible body style.

PROS	CONS
Engaging handling	High list price
Superb build quality	Expensive to run
Big enough for family luggage	Pricey options

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great M3 Touring deals

CARS

exciting alternatives

Shane Wilkinson
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IF circumstances dictate that you need a family car, you might think your dreams of owning something fun are over. However, there are plenty of options that offer both family car practicality and performance car thrills; here we name our 10 favourites.

Cupra Formentor Prices from £34,200

4

THE Formentor arrived as Cupra's first-ever standalone model, as opposed to being a performance version of an existing SEAT. It's handsome, with sporty proportions despite its raised stance. A 2024 facelift didn't alter some of its fundamental strong points, so the range is topped by a rapid 2.0-litre turbocharged all-wheel-drive model, making 328bhp and getting from 0-62mph in 4.8 seconds.

If you want a manual gearbox, then it's only available on the basic 148bhp Formentor, but all versions are fun to drive. That includes the plug-in hybrids, the quickest of which uses a 1.5-litre petrol engine and electric motor combo for 268bhp (more than the 242bhp offered pre-facelift) and 0-62mph in 7.2 seconds. The 72-mile EV range is pretty useful, too.

PROS	CONS
Stylish design	Touch-sensitive controls
Generous equipment	Top-spec models are expensive
Improved PHEV efficiency	Rear visibility

BUY THROUGH AUTO EXPRESS!
Scan the code for our best new Formentor prices

Porsche Taycan Sport Prices from £87,300

5

PROS

Agility
Interior quality
Performance and range

CONS

Costly options
Expensive to buy
Very heavy

BUY THROUGH AUTO EXPRESS!
Scan the code to check out our used Taycans

THE Taycan was conceived as a high-performance electric car, and the Sport Turismo estate adds extra practicality into the mix. Few – if any – EVs tackle B-roads with the finesse of Porsche's first EV, which manages to exude 911 traits in a larger, zero-emissions package. Plus, the Sport Turismo is arguably more handsome than the saloon, with more headroom and a 446-litre boot.

The most powerful versions are crazy – the Turbo S has 939bhp and a 0-62mph time of 2.4 seconds. At £162,100 you pay for the privilege though, so instead we'd opt for the £96,700 Taycan 4S Sport Turismo, which has 537bhp, a 3.7-second 0-62mph time and can cover up to 383 miles per charge.

Tesla Model 3 Prices from £60,000

7

PROS

Excellent range
Performance
Improved build quality

CONS

Fiddly indicators
Rivals more engaging
No CarPlay/Android Auto

BUY THROUGH AUTO EXPRESS!
Scan the code for the best price on a new Tesla Model 3

ALTHOUGH many manufacturers now offer fast electric family cars, Tesla continues to impress with one of its cheaper models – the Model 3. It's one of the best EVs around thanks to its practicality and tech, and a recent facelift has improved the package further. Performance versions come with a dual-motor, four-wheel-drive set-up that delivers 453bhp, allowing it to accelerate from 0-60 in 2.9 seconds.

The performance doesn't come at the expense of practicality, either. The Model 3 has a total of 425 litres of boot space from both the front and rear luggage areas, making it a practical family car choice. The interior is minimalist and it feels well-built.

Volkswagen Golf R Prices from £44,500

9

PROS

Brutal performance
Engaging to drive
Configurable set-up

CONS

Pricey for its size
Limited rear space
Expensive options

BUY THROUGH AUTO EXPRESS!
Scan the code to find the best price on a VW Golf R

ONE of the most famous hot hatches you can buy is better than ever in its latest guise. The 2.0-litre turbo Golf R has 328bhp and takes all the standard Golf GTI attributes, adding to them with a third more power and four-wheel drive. The result is ballistic performance that's knocking on the door of supercar territory, but if you're after the ultimate in family practicality, there's even an estate version.

Acceleration from 0-62mph takes 4.7 seconds, and since the Mk8.5 revisions, you won't spend longer trying to adjust the cabin temperature than you will reaching 62mph. The new touchscreen is a whole lot better than before, and takes the Golf R one step closer to being the perfect hot hatch.

Audi RS6 Avant Prices from £117,500

PROS

Performance
Estate practicality
Four-wheel drive

6

CONS

Expensive to run
Pricey option packs
Lifeless steering

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great RS6 Avant deals

WHILE Mercedes-AMGs have always been popular as estates, it's the hot Audi Avants that tend to offer a smidge more practicality – if nothing else thanks to their all-wheel-drive quattro drivetrains that are a little less challenging to drive fast.

They've always been admired for their style too, and the handsome RS6 is a case in point. Its broad-chested and muscular demeanour looks polished and threatening all at once. The latest hot version of Audi's big A6 estate has a smaller V8 than past versions, but as you'd expect performance is undiminished. 0-62mph arrives in a shockingly quick 3.6 seconds. Enjoy it while it lasts, as the next RS will have an electric motor in lieu of the V8.

Skoda Octavia vRS Prices from £39,300

PROS

Huge boot
Comfortable ride
Smart interior

8

CONS

Not as cheap as it was
Some rivals are more fun
Rear headroom

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Octavia vRS deals

THE Skoda Octavia vRS is a versatile car which should slot into family life perfectly. Available in saloon or estate guise, it's powered by a 261bhp 2.0-litre turbo petrol engine, capable of 0-62mph in 6.5 seconds and 155mph. Diesel and plug-in hybrid options were available but the range was slimmed at a recent facelift to petrol-only.

It comes with a real turn of pace, a great soundtrack (enhanced by the car's speakers) and handles well. It also has plenty of boot space – 600 litres in the hatch, or 640 litres in the estate – and looks pretty good, too. Hot Octavias have always made great all-rounders, and the latest generation builds on that legacy by being the best one yet.

Kia EV9 AWD Prices from £73,300

PROS

Comfortable
Seven-seater
Impressive range

10

CONS

Low-speed ride
High insurance costs
Not exactly cheap to buy

BUY THROUGH AUTO EXPRESS!
Scan the code to check out great Kia EV9 deals

THE Kia EV9 isn't a traditional fast family car. It's a big old beast for a start, more than five metres long, a couple of metres wide and 1.7 metres tall. It has seven seats, 12 cup-holders and if you flip all the seats forward, there's more than 2,300 litres of space on offer.

Quick though? Of that, there is no doubt. We've got used to electric power delivering rapid acceleration, but it still raises an eyebrow to see a 0-62mph time of 5.3 seconds from a car weighing 2.6 tonnes – that's more than a second quicker than the Skoda Octavia vRS. Roadholding is composed and adept, rather than something that will truly entertain. But by handling its size with grace, the 378bhp Kia is mightily impressive.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
500e - 3673x1682mm					
Euro NCAP: N/A **Driver Power:** N/A					
42kWh (152) auto 500e	164	7.0	0	23	£29975
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33975
500C: add £3000					
695 - 3657x1627mm					
Euro NCAP: N/A **Driver Power:** 49th					
1.4 T-Jet (180) 75th Anniversario	39.2	6.7	162	35	£32195
600e - 4187x1779mm					
Euro NCAP: N/A **Driver Power:** N/A					
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39875

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Giulia - 4643x1873mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545
Junior - 4173x1781mm					
Euro NCAP: N/A **Driver Power:** N/A					
54kWh (156) auto Junior	247	9.0	0	23	£33895
54kWh (156) auto Speciale	254	9.0	0	23	£35695
54kWh (280) auto Veloce	200	6.0	0	34	£42295
Tonale - 4528x1841mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775
Stelvio - 4687x1903mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
D3 S - 4723x1827mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600
B3 GT - 4725x1827mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740
D4 S - 4792x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400
B4 GT - 4800x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740
B8 - 5092x1932mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300
XD3 - 4715x1897mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000
XB7 - 5195x2000mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
A290 - 4181x1798mm					
Euro NCAP: N/A **Driver Power:** N/A					
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500
A110 - 4181x1798mm					
Euro NCAP: N/A **Driver Power:** N/A					
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
Atom - 3410x1798mm					
Euro NCAP: N/A **Driver Power:** N/A					
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394
Nomad - 3215x1850mm					
Euro NCAP: N/A **Driver Power:** N/A					
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
DBX - 5039x1998mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000
Vantage - 4465x1949mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000
DB12 - 4725x2060mm					
Euro NCAP: N/A **Driver Power:** N/A					
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500
DBS - 4712x1940mm					
Euro NCAP: N/A **Driver Power:** N/A					
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
A1 Sportback - 4029x1740mm					
Euro NCAP: ★★★★★ **Driver Power:** 43rd					
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23810
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25760
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24850
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26800
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24545
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26495
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25585
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27535
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28560
Black Edition: add £1700 to S line					
A3 Sportback - 4343x1984mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265
Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3					
A3 Saloon - 4495x1984mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830
Black Edition: add £1700 to S line **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 add £7250 to RS 3					
A5 - 4829x1860mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625
A5 Avant - 4829x1860mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525
A6 - 4939x1886mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330
S line: add £2635 to Sport **Black Edition:** add £2425 to S line **Vorsprung:** add £14400 to S6 Black Edition					
A6 Avant - 4939x1886mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480
S line: add £2635 to Sport **Black Edition:** add £2425 to S line **Vorsprung:** add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6					
A6 Sportback e-tron - 4928x1923mm					
Euro NCAP: N/A **Driver Power:** N/A					
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445
A6 Avant e-tron - 4928x1923mm					
Euro NCAP: N/A **Driver Power:** N/A					
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245
A7 Sportback - 4969x1908mm					
Euro NCAP: N/A **Driver Power:** N/A					
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240
S line: add £2300 to Sport **Black Edition:** add £2800 to S line **Vorsprung:** add £14955 to S7 **Carbon Black:** add £8950 to RS 7 Carbon Vorsprung: add £17400 to RS 7					
e-tron GT - 4990x1960mm					
Euro NCAP: N/A **Driver Power:** N/A					
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955
Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black					
A8 - 5172-5302x1945mm					
Euro NCAP: N/A **Driver Power:** N/A					
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875
S line: add £4250 to Sport **Black Edition:** add £2300 to S line **Vorsprung:** add £10750 to S8					
Q2 - 4191x1794mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890
Black Edition: add £1700 to S line **Vorsprung:** add £3850 to SQ2					
Q3 - 4484x1849mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845
Black Edition: add £2050 to S line					
Q3 Sportback - 4484x1849mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995
Black Edition: add £2050 to S line					
Q4 e-tron - 4588x1865mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650
S line: add £2550 **Black Edition:** add £4800					
Q4 Sportback e-tron - 4588x1865mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150
S line: add £2550 **Black Edition:** add £4800					
Q5 - 4663x1893mm					
Euro NCAP: ★★★★★ **Driver Power:** N/A					
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£20240
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£23740
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£25740
44kWh (113) auto Plus	188	12.9	0	N/A	£22990
44kWh (113) auto Max	188	12.9	0	N/A	£24990

Seven seats: add £765 to 1.2

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995
42kWh (118) auto Armani Edition	193	9.0	0	18	£33995

500C: add £2675 to Hybrid, add £6000 to Electric

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24350
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27350
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25350
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28350
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Gen-E Select	233	8.0	0	N/A	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

NEW CAR PRICES

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21210
1.0 TSI (95) Life	55.2	10.8	116	8	£22150
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24550
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23585
1.0 TSI (95) auto R-Line	52.3	11.5	123	11	£25985
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27210
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30430

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27760
1.5 TSI (115) Match	51.9	9.9	124	17	£27935
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	51.0	8.6	126	21	£29075
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31100
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30665
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£32690
1.5 TSI PHEV (204) auto Match	1000.4	7.2	6	26	£36140
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40330
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40025
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42780
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£44535
2.0 TDI (115) Match	63.5	10.2	115	19	£29730
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34500

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29195
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£30785
1.5 TSI (150) Life	51.5	8.8	125	21	£30325
1.5 TSI (150) Style	50.2	8.8	128	22	£31995
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£31915
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33585
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45970
2.0 TDI (115) Life	64.4	10.5	115	19	£30990
2.0 TDI (150) auto Style	59.5	8.4	124	24	£35390

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	26	£30850
58kWh (204) auto Pro Essential	269	7.6	0	26	£35730
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39220
79kWh (326) auto GTX Performance	369	5.7	0	34	£46315

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£39610
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£42705
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47035
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44335
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47430
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48680
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£50150
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51200

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	38	£51580
86kWh (286) auto Pro S Match	436	6.6	0	39	£55480
86kWh (340) auto 4MOTION GTX	365	5.4	0	41	£62010

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	38	£52270
86kWh (286) auto Pro S Match	424	6.7	0	38	£56170
86kWh (340) auto 4MOTION GTX	358	5.5	0	41	£62700

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Match	44.4	8.9	145	18	£39960
1.5 TSI (150) auto Match	43.1	8.9	149	18	£41260
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£40805

R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59545
86kWh (286) auto Style LWB	286	7.9	0	40	£64345
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67945

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24550
1.0 TSI (115) Life	53.4	9.9	120	14	£25385
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26980
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29920
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30875
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32370

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24895
1.0 TSI (115) Life	51.8	10.1	124	10	£25740
1.0 TSI (115) Style	50.8	10.1	127	10	£28550
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£27350
1.0 TSI (115) auto Style	48.9	10.3	132	10	£30210
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£31660
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29045
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30615
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32355
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION R-Line	38.7	6.8	166	24	£40245
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43740
2.0 TDI (150) auto R-Line	56.4	8.8	131	19	£39175

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35405
1.5 TSI (150) Style	45.1	10.0	142	19	£36920
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39540
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38620
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41240

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	221	9.0	0	23	£39580
77kWh (286) auto Match Pro	339	6.7	0	33	£44390
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46110
77kWh (340) auto 4MOTION GTX Ed	319	5.4	0	39	£52235

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Match Pure	226	8.9	0	25	£41080
77kWh (286) auto Match Pro	344	6.7	0	35	£45890
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53735

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£35105
1.5 TSI (130) auto Life	45.7	10.6	141	18	£36950
1.5 TSI (150) auto Life	45.3	9.1	142	21	£37750
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£40320
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£40725
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42555
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45125
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45530
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48250
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	176	29	£45605
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	32	£48570
2.0 TDI (150) auto Life	52.2	9.4	142	22	£38950
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41520
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£41925

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	N/A	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	N/A	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	N/A	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	N/A	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	N/A	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	N/A	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	N/A	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71280
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82840
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£72875

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

CAR buyers from the leading countries of Europe, including Britain, have just selected their A-team. It comprises mostly of a disparate selection of small-to-medium-sized hatchbacks, some of which are more boringly low-tech than they are modern and cutting-edge.

I'm talking about an unlikely gaggle of mostly modest motors such as the Dacia Sandero, Fiat Panda and Renault Clio. And although their senior team-mates are more upmarket, they're still a bit, well, ordinary. One is the Ford Puma. The other is the skipper-cum-elder statesman, the VW Golf, which has just celebrated its 51st birthday but refuses to retire.

The cheapest team members have a price tag of around £14,000 (lower in mainland Europe) while the most expensive remain under the £30k barrier. Not cheap. But by today's standards, all are below average.

What makes such humble products special is that in 2024, they were the most in-demand cars among the paying customers of Europe's top nations.

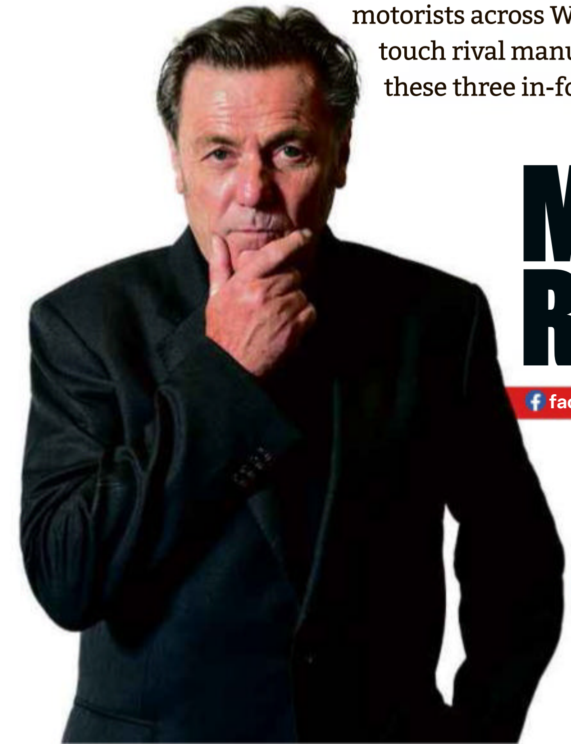
If you'd assumed that the obvious number one purchase for generally discerning, clued-up, well-off German consumers was a model from one of their 'Big 3' premium manufacturers, you'd be wrong. After being officially crowned Best Car of the Half Century (1974-2024) six months ago, the Golf was bought in greater numbers there than any other car last year. And to rub salt into the wounds of Audi, BMW and Mercedes, VW also took second and third with the T-Roc and Tiguan, which also start at around £30,000.

Number one in Italy was the Panda, the finest example ever of a proper real-world car built for the people and bought by locals in big numbers. In France, it was the Renault Clio – more of the same. The best seller in the UK was the Puma, sadly not built here.

The most under-estimated player in the game – Romania's Dacia Sandero – was not only the top seller in Spain and Portugal, but also claimed the more prestigious prize of Europe's best-selling car, 2024. The Clio was the worthy runner-up and the Golf third. The critically important message from real-world buyers could not be clearer. Sure, they're happy to buy a few pricey, over-specced premium cars, the vast majority of them with traditional fuel tanks, but some not. They're much happier, though, when they spend their hard-earned, post-tax disposable income on affordable, credible, not so gratuitously equipped models that have stood the test of time well.

Dacia, Renault and VW have obviously figured this out as they deliver the right factory-fresh goods at appropriate prices to financially challenged motorists across Western Europe. Why struggling, out-of-touch rival manufacturers don't follow the example set by these three in-form companies is beyond me.

> **"REAL-WORLD BUYERS ARE HAPPIER WHEN THEY SPEND THEIR HARD-EARNED INCOME ON AFFORDABLE, CREDIBLE MODELS THAT HAVE STOOD THE TEST OF TIME"**



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